



DOING OUR PART

CONTINUING TO REDUCE CO₂ EMISSIONS AND EXPANDING
GREEN ENERGY SOURCES IN OUR PRODUCTION.

DOING OUR PART

GREEN PRODUCTION & LOGISTICS

Jörg Burzer

Member of the Board of Management of Mercedes-Benz Group AG,
Production & Supply Chain Management

WHAT WE HAVE ACHIEVED SO FAR IN PRODUCTION



100%
net carbon-neutral

50%
reduction in CO₂ emissions

45%
renewable energy sources

MAXIMISING OUR ON-SITE PHOTOVOLTAIC SYSTEMS



Worldwide by 2025 –
adding up to

140

MWp new PV

More than

1,000,000

sqm of PV

INVESTING IN NEW ONSHORE AND OFFSHORE WIND FARMS



50%

of our German electricity needs to be sourced from new renewable energy sources

120 MW

Mercedes-Benz test track Papenburg
(Germany)

140 MW

Baltic Sea
"Windanker" together with Iberdrola

SAVING ENERGY & WATER BY INVESTING MORE THAN 1 BN EUR

Next-generation paint shops
will save approximately:

60% energy

80% VOC¹

70% water

Water recycling

over

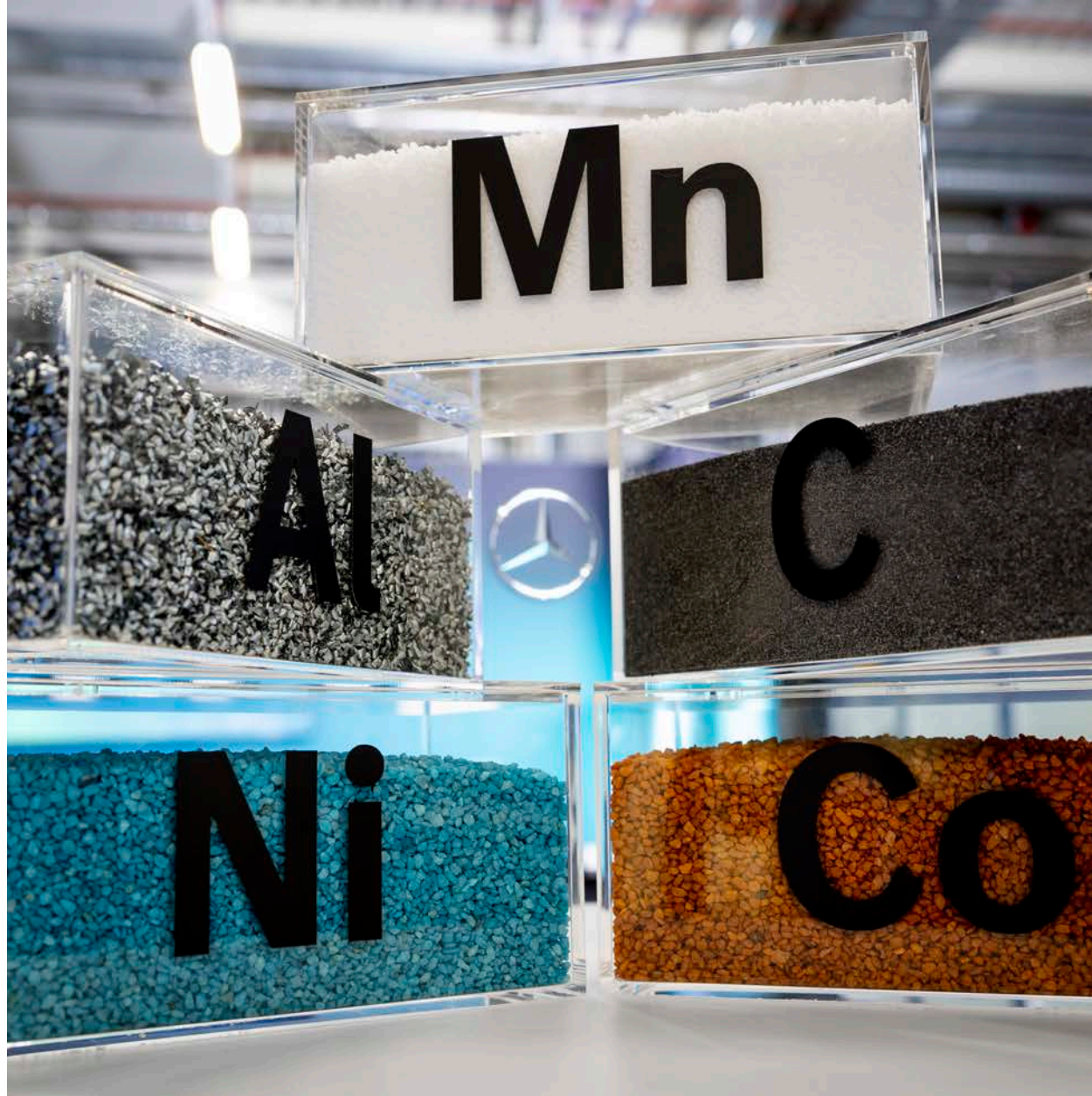
1 million m³

of waste water

Intelligent energy management through digitalisation

¹ VOC = Volatile Organic Compounds

CIRCULAR ECONOMY



CLOSING THE LOOP WITH OUR
BATTERY RECYCLING FACTORY IN KUPPENHEIM

Over
96%
recovery rate

Recycling of more than
2,500
tonnes of battery modules

NET CARBON-NEUTRAL LOGISTICS ARE PART OF OUR AMBITIONS



Air

Sustainable Aviation Fuel (SAF)

Land

Net carbon-neutral battery transport

Sea

Orcelle Wind with Wallenius Wilhelmsen
Biofuel usage by Maersk (eco delivery)

DOING OUR PART

OUR AMBITIOUS TARGETS FOR MERCEDES-BENZ OPERATIONS



¹ Coming from 2018

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.