DOING OUR PART

MAKING OUR FLEET OF NEW PASSENGER CARS
NET CARBON-NEUTRAL BY 2039.

CLIMATE & DECARBONISATION STRATEGY

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Member of the Board of Management of Mercedes-Benz Group AG,
Chief Technology Officer, Development & Procurement

SUSTAINABLE BUSINESS STRATEGY: ECOLOGICAL, SOCIAL, ECONOMICAL

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INTEGRITY

PEOPLE

PARTNERSHIPS

BEV LAUNCH SUCCESSFUL IN EVERY MERCEDES-BENZ PASSENGER CAR SEGMENT

EQB

EQE

EQS

EQS SUV

EQE SUV

OUR CURRENT PORTFOLIO: NINE FULLY ELECTRIC MODELS

EQA

EQC

EQV

EQT

WE ARE ON THE WAY TO A FULLY ELECTRIC FUTURE

MMA FOLLOWED BY THREE "ELECTRIC ONLY" ARCHITECTURES MID-DECADE:

MB.EA

MEDIUM AND FULL-SIZE CARS
Scalable modular system for our EV portfolio

AMG.EA

PERFORMANCE ELECTRIC VEHICLES
Architecture

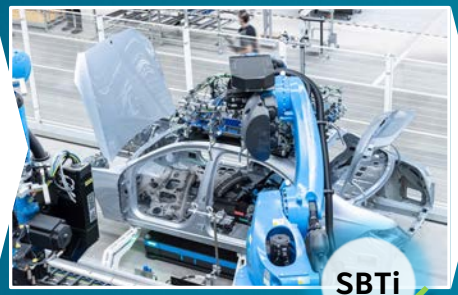
VAN.EA

NEW ERA
For electric vans and light commercial vehicles

AMBITION 2039 – OUR COMMITMENT TO NET CARBON-NEUTRALITY

ALONG THE ENTIRE VALUE CHAIN IN THE NEW VEHICLE FLEET IN 2039

Supply chain | Production & logistics | Well-to-tank | Tank-to-wheel | End-of-life



SBTi

SBTi

SBTi

TODAY'S PROPORTIONAL CO_2 IMPACT ALONG THE VALUE CHAIN

49.7 tCO_2 in 2020 - 47.8 tCO_2 in 2022 - more than half per decade

WE ARE ON TRACK

AMBITION 2039 – OUR COMMITMENT TO NET CARBON-NEUTRALITY

ALONG THE ENTIRE VALUE CHAIN IN THE NEW VEHICLE FLEET IN 2039

Supply chain

Steel

Aluminium

Plastics

Raw materials

Battery cell production

Production & logistics

Well-to-tank

Tank-to-wheel

End-of-life

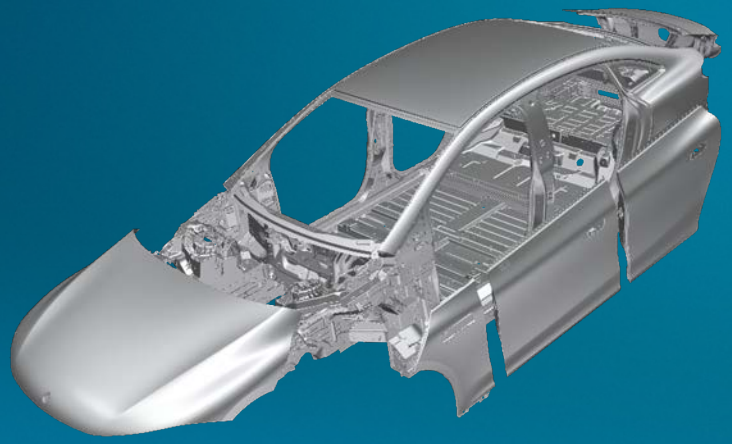
WE ARE ON TRACK

STEEL: DECARBONISATION OF OUR SUPPLY CHAIN

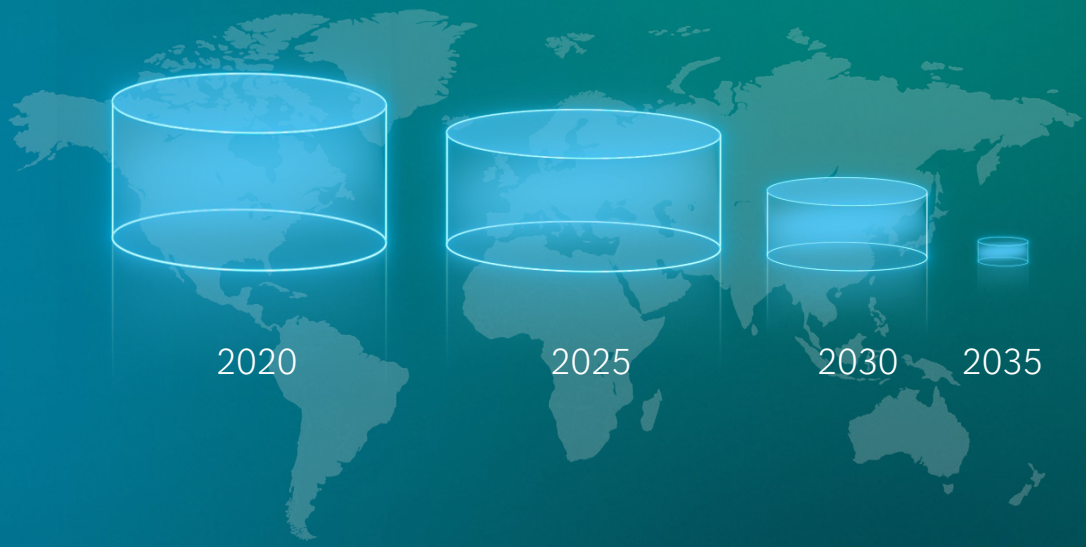
FOSSIL-FREE STEEL - BLUEPRINT FOR UPCOMING CAR LINES

First parts for passenger cars manufactured using fossil-free primary steel

Structural parts for upcoming BEVs



STEEL CO_2-REDUCTION PATHWAY



ALUMINIUM: OUR PLAN TO SIGNIFICANTLY REDUCE CO_2 FOOTPRINT BY 2030

Average CO_2/kg Al
of primary aluminium
used in Europe

-40%	I	**About 1/3 of aluminium** from smelters using renewable energy in electrolysis for next BEV models in Europe
-70%	II	**Working towards very-low-CO_2 material with partner Hydro** Testing aluminium with reduced footprint of 2.8kg CO_2/kg Al with the target to integrate the material in our series-production this year
- >90%	III	**Target 2030** Piloting very-low-CO_2 Al components with Hydro

INNOVATIVE MATERIAL TRENDS: POLYMERS, CHEMICAL RECYCLING, BIO-CIRCULAR

FIRST IMPLEMENTATION OF RECYCLING TECHNOLOGIES IN 2022

Upcycling // UBQ Materials

Converting household waste into thermoplastic material:

Cable ducting in EQS and EQE

Mass Balance Materials closing the loop // **Chemical recycling** with BASF & Pyrum

Turning **used car tyres** into new plastic parts:

Bow door handles in S-Class and EQE

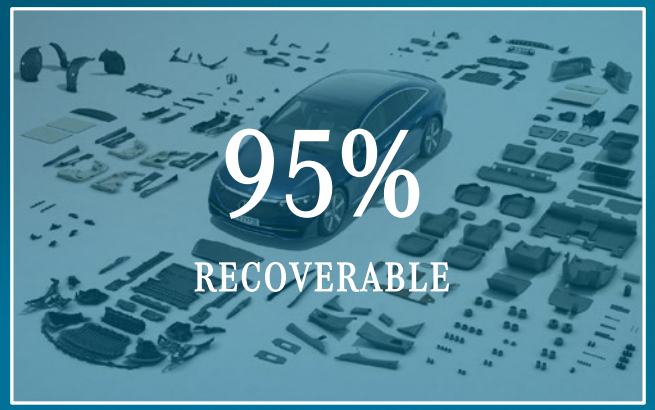
AIMING FOR 40% RECYCLED-MATERIALS CONTENT BY 2030

360° ENVIRONMENTAL CHECK MERCEDES-BENZ EQS

Recycling process **saving CO_2** compared to virgin products:

186 components plus parts from **less-resource-consuming materials**

Old fishing nets, fabric remnants from mills and carpets



RAW MATERIALS: SOURCING STRATEGY TO MITIGATE SUPPLY RISKS

SECURING DEMANDS DIRECTLY AND INDIRECTLY

“Local-for-local” approach

Source raw materials that are **responsibly extracted** and produced in our supply chain with a **low carbon footprint**

Increase **secondary material content**

SAFEGUARDING SUPPLY WITH RAW MATERIALS: LITHIUM

MEMORANDUM OF UNDERSTANDING WITH GOVERNMENT OF CANADA

Strengthened cooperation along electric vehicle value chain
focusing on long-term cooperation in raw materials

Natural resources development
Cooperation with strategic partners, e. g. for lithium hydroxide
with German-Canadian Rock Tech Lithium Inc.

BATTERY CELL PRODUCTION: GOAL OF MORE THAN 200 GIGAWATT HOURS BY 2030

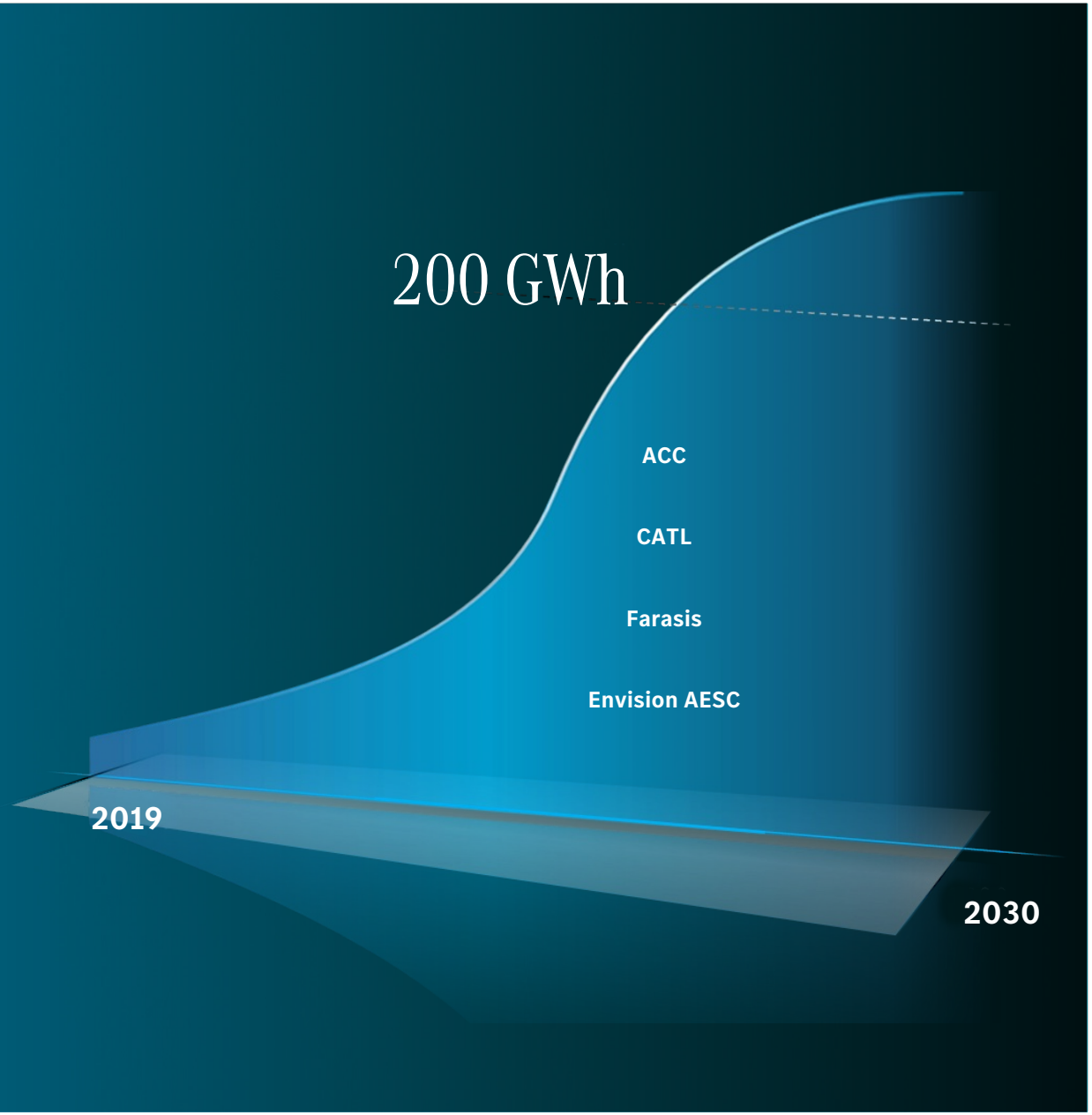
MILESTONES IN INDUSTRIALISATION OF BATTERY CELL PRODUCTION

Local-for-local strategy **with partners** and new cell factories around the world

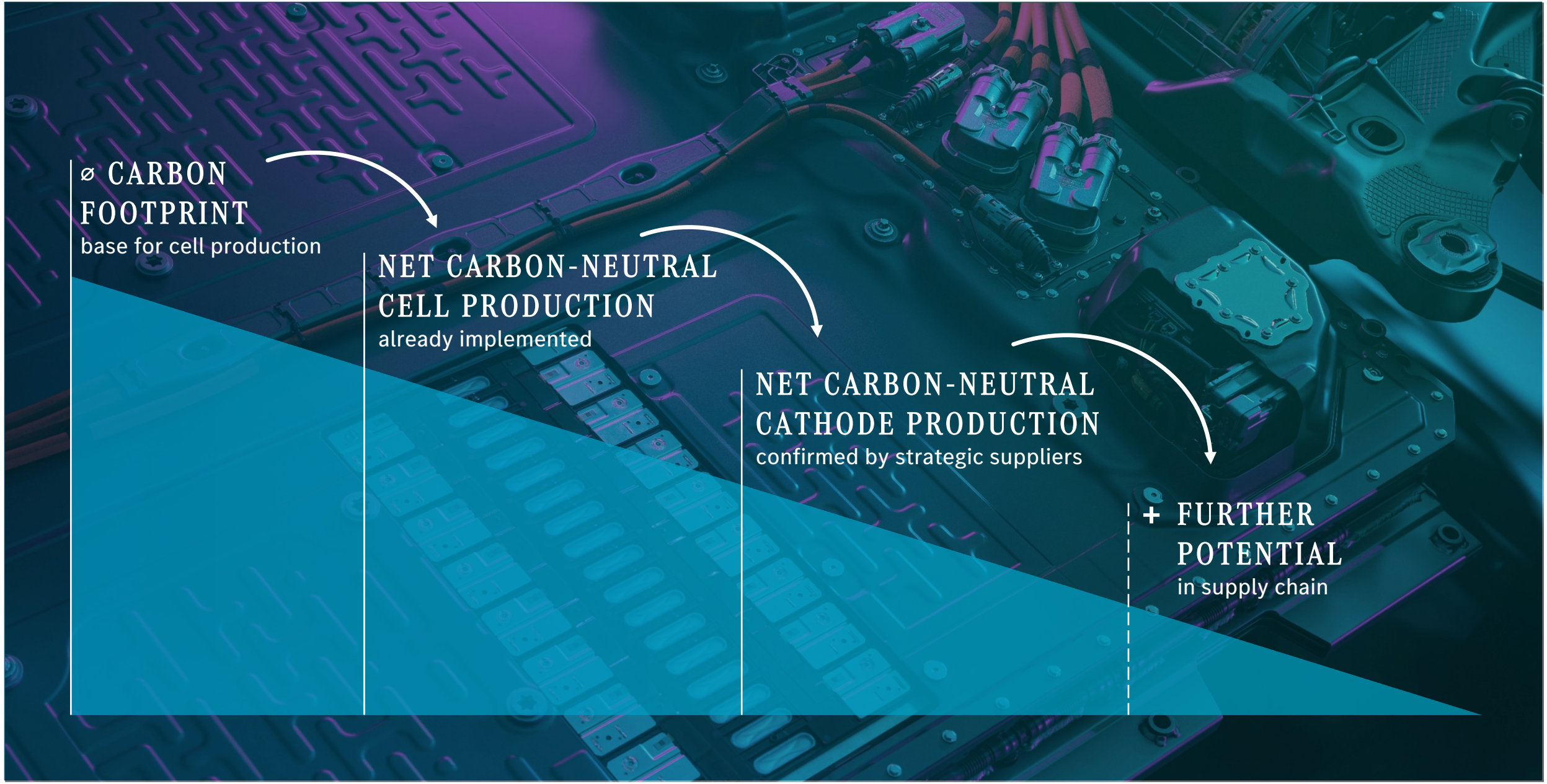
Envision AESC
- Cell production in Bowling Green, USA
- Cell production in Caceres, Spain

CATL
- New plant in Debrecen, Hungary

ACC building 3 plants in Europe
- Douvrin, France
- Kaiserslautern, Germany
- Termoli, Italy



NET CARBON-NEUTRAL CELL PRODUCTION: ACCELERATING FURTHER REDUCTION



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ALONG THE ENTIRE VALUE CHAIN IN THE NEW VEHICLE FLEET IN 2039

Supply chain | Production & logistics | **Well-to-tank** | Tank-to-wheel | End-of-life

WE ARE ON TRACK

BUILDING OUR OWN GLOBAL HIGH-POWER CHARGING NETWORK

FIRST CHARGING HUBS AVAILABLE IN 2023

We aim to grow the network to more than **2,000 hubs** with over 10,000 charging points **by the end of the decade in North America, Europe, China** and further core markets.

More than **400 hubs** with over **2,500 charging points** in North America

GREEN CHARGING WITHIN OUR OWN INFRASTRUCTURE AND FOR OUR CUSTOMERS

Charge green within our own branded charging network

Green electricity supply contracts or energy attribute certificates from an accredited supplier[1]

Photovoltaic systems at selected Mercedes-Benz charging stations

Green Charging with Mercedes me Charge in public[2]

Live in 28 markets around Europe, Canada and USA

Steady growth of green charging sessions[3]

[1] As Charge Point Operator, we ensure the power supply to the charging points. Regionally, the supply of green electricity is secured differently by electricity providers. Where possible, we choose direct high-quality green electricity supply. If electricity is supplied from non-renewable sources, we will ensure sustainability with energy attribute certificates.

[2] Green Charging available in Europe, Canada and USA: Green Charging uses energy attribute certificates to ensure that an equivalent amount of electricity from renewable sources is fed into the power grid for the charging processes.

[3] In accordance to users charging via Mercedes me charge.

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WE ARE ON TRACK

REDUCING CARBON FOOTPRINT, ENABLING HIGHER ELECTRICAL RANGE

EFFICIENCY IS THE NEW CURRENCY

Energy-efficient vehicle concepts. Striving to achieve what is technically possible in the luxury segment using key levers:

AERODYNAMICS

POWERTRAIN

THERMAL MANAGEMENT

VEHICLE ELECTRICS

ROLLING RESISTANCE

WEIGHT

Incorporating findings from VISION EQXX into development of upcoming architectures

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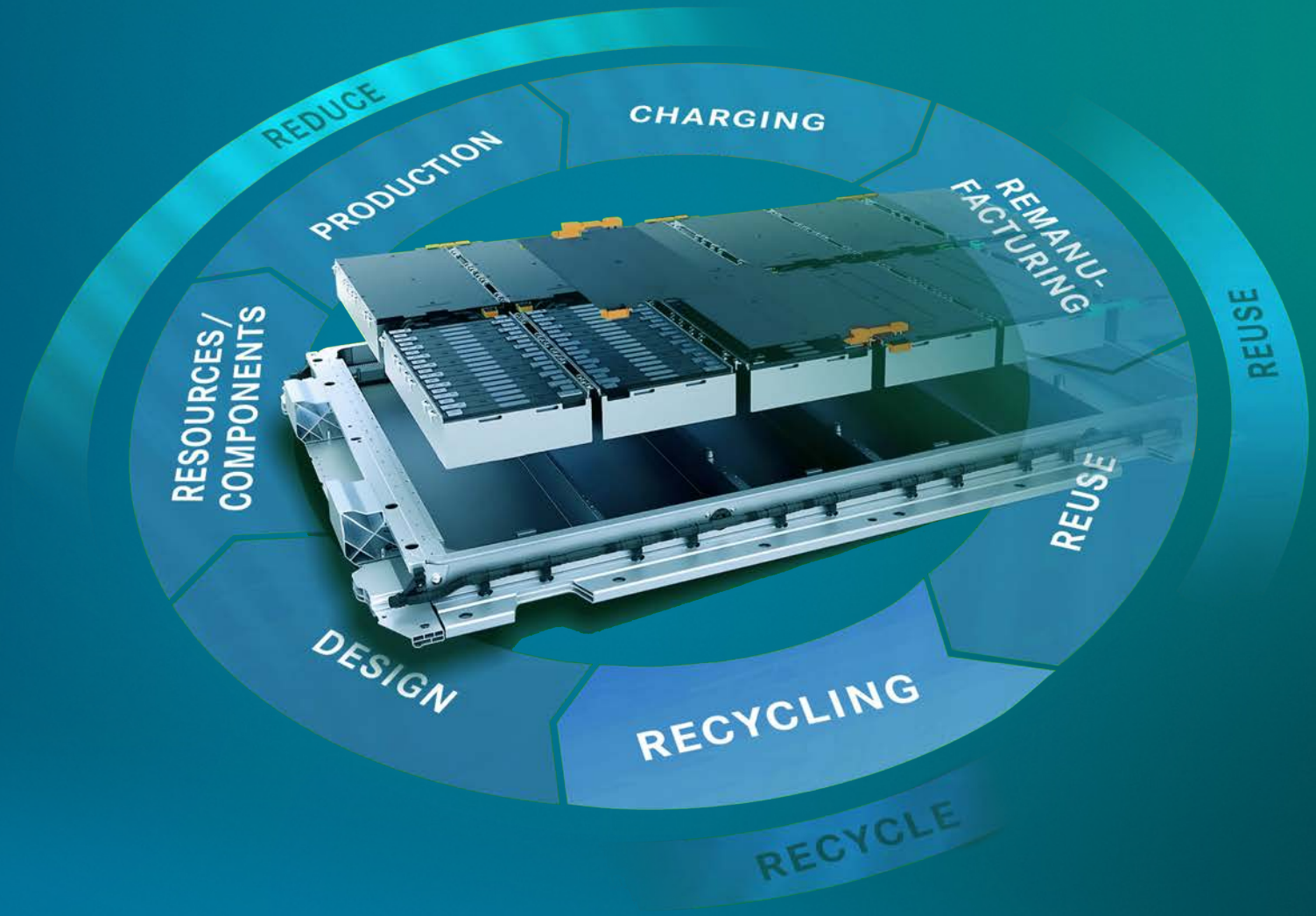
DESIGN FOR CIRCULARITY

MERCEDES-BENZ IS CLOSING THE LOOP ON BATTERIES THROUGH SUSTAINABLE RECYCLING



FIRST CLOSED LOOP IN CHINA FOR BATTERIES: MOU SIGNED

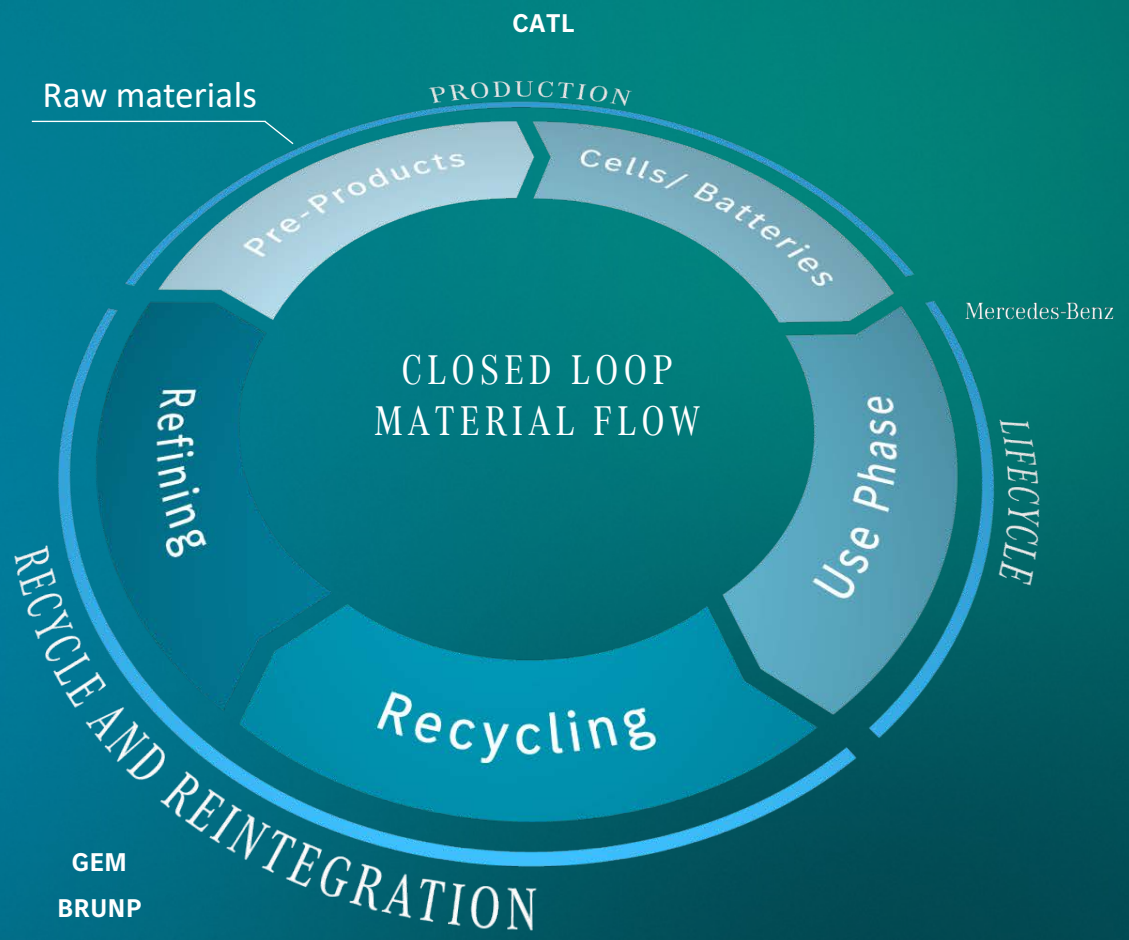
STRATEGIC PARTNERSHIP

First closed battery loop at industrial scale set-up in China with leading partners

4-party MoU signed with CATL, Brunp and GEM to **recycle production scrap and integrate material** into new battery cells

Safeguarding secondary material supply and sustainability targets by ensuring backflow of recycling feedstock

Important step towards a **circular economy for batteries**



ON OUR WAY TO A SUSTAINABLE VEHICLE LIFECYCLE

Carbon-reducing activities along the entire value chain

Specific contracts with partners & suppliers

Developing new technologies with partners

Aiming for 40% recycled-materials content and to at least halve lifecycle carbon emissions per car by 2030

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.