

MERCEDES-BENZ  
GROUP

**ESG**

CONFERENCE

**2024**

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Tomorrow drives Mercedes-Benz.

# INTRODUCTION

## PART 1

OLA KÄLLENIUS

Chairman of the Board of Management  
of Mercedes-Benz Group AG

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# GERMANY'S EMISSIONS ARE FALLING AT A RECORD PACE

-10%

reduction of Germany's CO<sub>2</sub> emissions  
in 2023 vs. prior year

MERCEDES-BENZ HAS ALWAYS BEEN A PIONEER  
IN MAKING MOBILITY MORE SUSTAINABLE

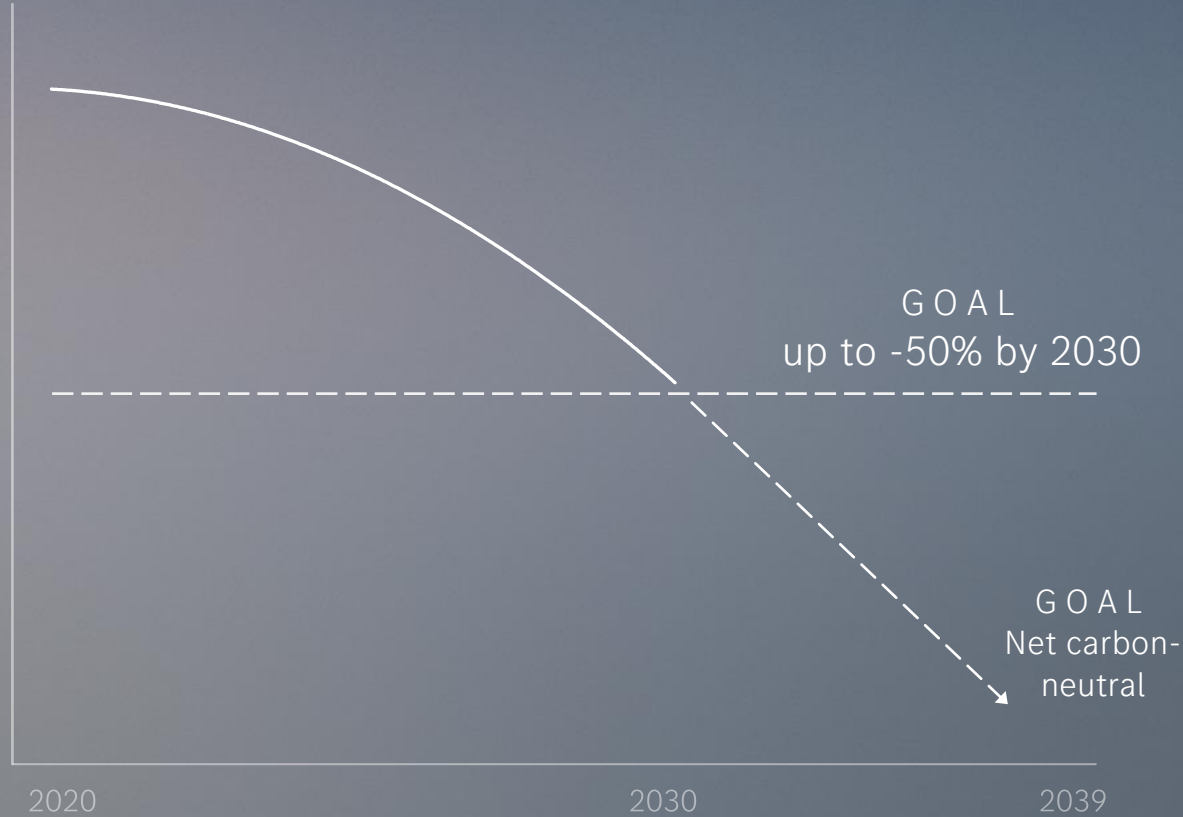


# WE ARE FULLY COMMITTED TO OUR AMBITION 2039



## MERCEDES-BENZ CARS CO<sub>2</sub> LIFECYCLE EMISSIONS

schematic | in tonnes per vehicle



WE CONTINUE TO SCALE OUR EV BUSINESS

+73%

BEV sales at Mercedes-Benz in 2023



WE WILL BE ABLE TO CATER TO DIFFERENT  
CUSTOMER NEEDS UNTIL WELL INTO THE 2030s

50%

expected xEV share of new car sales  
at MB in 2<sup>nd</sup> half of this decade



EQS SUV 450 4MATIC | Stromverbrauch in kWh/100 km (kombiniert): 22,8-20,0; CO<sub>2</sub>-Emissionen in g/km (kombiniert): 0, CO<sub>2</sub>-Klasse: A

Die angegebenen Werte wurden nach dem vorgeschriebenen Messverfahren WLTP (Worldwide harmonised Light-duty vehicles Test Procedures) ermittelt. Die angegebenen Spannweiten beziehen sich auf den europäischen Markt.

Der Energieverbrauch und der CO<sub>2</sub>-Ausstoß eines Pkw sind nicht nur von der effizienten Ausnutzung des Kraftstoffs bzw. des Energieträgers durch den Pkw, sondern auch vom Fahrstil und anderen nichttechnischen Faktoren abhängig.

THE PACE OF THE TRANSFORMATION  
IS SET BY CUSTOMERS AND MARKET CONDITIONS

BEV  
STRATEGIC CONSISTENCY

&

ICE  
TACTICAL FLEXIBILITY





WE WILL REDEFINE WHAT CUSTOMERS CAN EXPECT  
AT THE ENTRY POINT OF MERCEDES-BENZ

> 750 km

WLTP range of our Concept CLA

> 40 %

carbon footprint reduction with  
MMA vs. previous entry platform



THE EXPANSION OF OUR CHARGING INFRASTRUCTURE IS IN FULL SWING

2,000

high-power chargers planned to be added to our network in 2024



# WE REDUCE CO<sub>2</sub> EMISSIONS ACROSS THE ENTIRE COMPANY

- 72 %

less CO<sub>2</sub> emissions 2023  
at our own MBC production sites\*



\*Production figure vs. 2018, Scope 1.

# WE ARE PLAYING AN ACTIVE ROLE IN THE ENERGY TRANSITION

47%

of the energy needs at own MBC production plants are from renewable sources today

WE ARE MAKING PROGRESS IN SAFEGUARDING  
HUMAN RIGHTS ALONG OUR SUPPLY CHAIN

57%

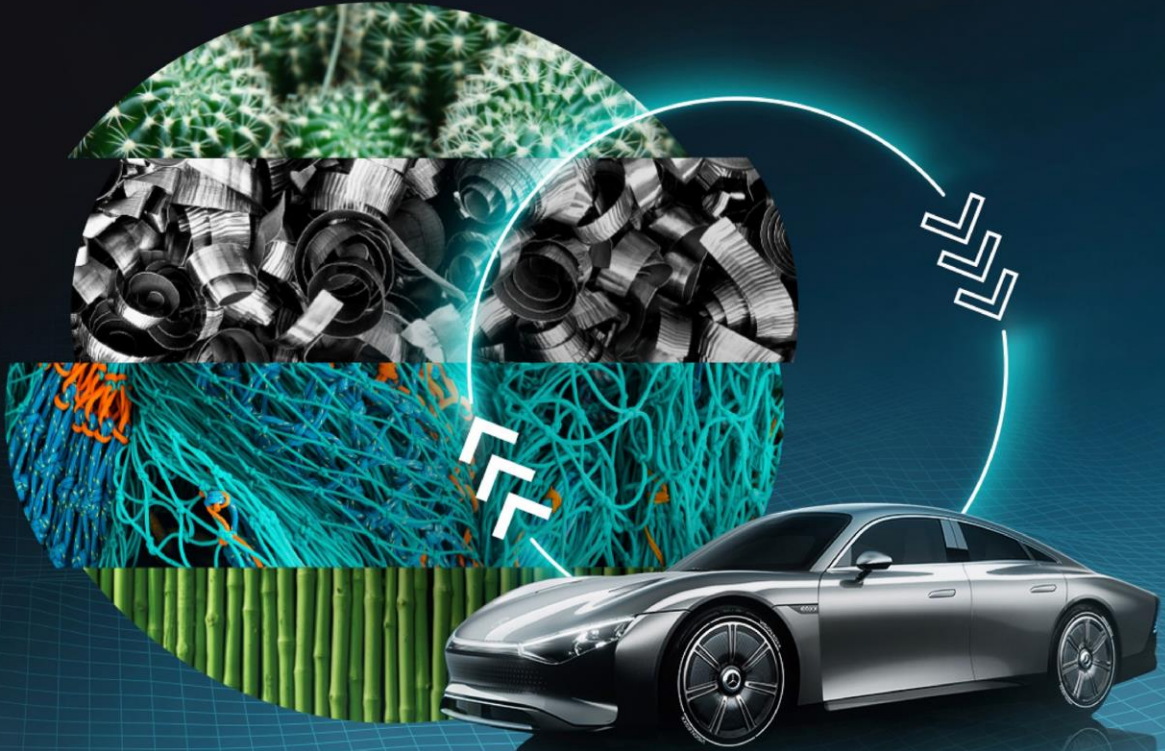
of our assessment process for critical  
raw materials has been finalised



WE ARE TAKING FURTHER STEPS TO CLOSE THE LOOP

40%

of our new vehicle content targeted to be from recycled materials by 2030



# WE STAND BY OUR CORPORATE VALUES IN REALISING TECHNOLOGICAL CHANGE

# 4

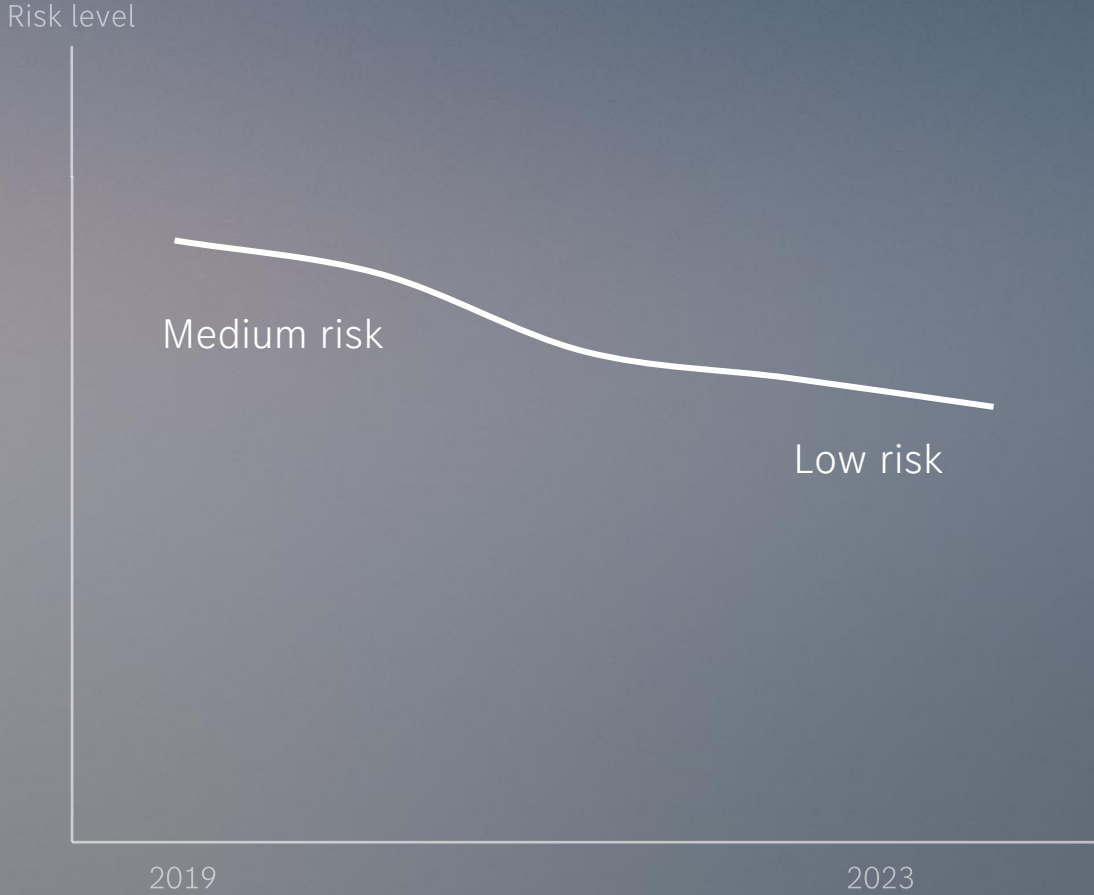
principles to shape and use  
Artificial Intelligence responsibly



# OUR PROGRESS IN SUSTAINABILITY IS ALSO REFLECTED IN EXTERNAL RATINGS



### ESG RATING BY SUSTAINALYTICS MB GROUP AG





WE ARE DEDICATED TO FURTHER ACCELERATING THE TRANSFORMATION TOGETHER WITH 166,000 COLLEAGUES

86%

record participation rate in our company-wide employee survey



BETTER TECHNOLOGY IS THE KEY TO A SUSTAINABLE FUTURE



# 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 negative change in market conditions 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; changes in laws, regulations and government policies (or changes in their interpretation), particularly those relating to vehicle emissions, fuel economy and safety or to ESG reporting (environmental, social or governance topics); price increases for fuel, raw materials or energy; disruption of production due to shortages of materials or energy, labour strikes or supplier insolvencies; a shift in consumer preferences towards smaller, lower-margin vehicles; a limited demand for all-electric vehicles; a possible lack of acceptance of our products or services which limits our ability to achieve prices and adequately utilize our production capacities; 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; 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. 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.