CO$_2$-neutrality along the entire value chain
With the “Ambition 2039”, Mercedes-Benz aims to achieve net carbon-neutrality in its new vehicle fleet in less than 20 years. In doing so, the company takes into account the entire value chain, including its partners and suppliers.

An all-electric vehicle fleet – with this vision, we are committed to climate protection and air pollution control. It is a core element of our sustainable business strategy. We want to become net carbon-neutral by 2039. We think of climate protection holistically and extend our goal to all stages of the automotive value chain - from development to the extraction of raw materials, production to the use phase and recycling of the vehicle.

Decarbonisation of the value chain requires appropriate framework conditions
While some areas of action are the direct responsibility of Mercedes-Benz, such as the electric vehicle portfolio and the CO₂ reduction of our production sites, there are also areas of responsibility that can only be partially influenced by our company. These include the energy mix in the use phase of the vehicles or in the country of origin of the purchased components. We are therefore dependent on the creation of appropriate local framework conditions, such as the targeted expansion of renewable energies.

Targeted use of assessment tools to create transparency
The transformation to electric mobility will impact the whole value chain of a vehicle, and especially increase the energy demand in the upstream supply chain. As there are parts of the value chain the Group cannot influence directly, the Mercedes-Benz Group is working with its partners on implementing effective climate protection measures in the supply chain for net carbon-neutrality.

The starting point of the collaboration is the creation of transparency in the supply chain. In individual cases, complex lifecycle assessments are suitable for identifying the need for action. Due to the complexity of the lifecycle assessment methodology, however, the Group does not currently see that a regulation based on a lifecycle assessment is expedient.