



Mercedes-Benz

## Annual General Meeting 2025

### Shareholder statements\*

In the following you will find all the shareholder statements that were submitted in text form by 1 May 2025, 24:00 hours (CEST) to be made available as defined by Section 130a (1) to (4) of the German Stock Corporation Act (*Aktiengesetz*) on the Items of the Agenda of the virtual Annual General Meeting of Mercedes-Benz Group AG to be held on 7 May 2025.

The opportunity to submit statements does not constitute an opportunity to submit questions in advance pursuant to Section 131 (1a) of the German Stock Corporation Act. Any questions contained in statements will therefore not be answered in the virtual Annual General Meeting unless they are asked in a video communication at the Annual General Meeting. Motions, election proposals and objections to resolutions of the Annual General Meeting contained in statements will not be considered either. These must be submitted, made or declared exclusively by the means specified separately in the convocation.

The statements reflect the views of the authors as communicated to us. Allegations of facts and any references to third-party websites have also been posted on the Internet unchanged and without verification by us.

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Gerald Stangl, Xanten

### Statement regarding the Sustainability Report 2024 of the Mercedes Benz Group:

***Concerning "Resource Use and Circularity"*** (p. 125 Annual Report 2024):

*The Mercedes-Benz Group wants to decouple resource consumption from the growth of its production output and is focusing on optimising the use of resources and creating a closed loop along the entire value chain of its vehicles. The aim is to increase the proportion of secondary materials and reduce the consumption of energy, water and waste generated in operations at its locations.*

In the area of vehicle maintenance, the Mercedes Benz Group continues to rely to a large extent on cyclical maintenance, although condition-based maintenance is increasingly being introduced in many areas of the economy and would also be technically feasible for the vehicles of the Mercedes Benz Group. The digital technology available in the vehicles is not being used to achieve the Group's sustainability targets. There is clearly room for improvement in the focus area "digital trust" (p.126 Annual Report).

The ASSYST PLUS system records numerous vehicle data, but obviously only uses them to a very limited extent. As a result, filter elements or spark plugs, for example, but also operating fluids are replaced/disposed of well before the end of their technically possible service life. On the

\* Convenience translation; German version is legally binding

pretext of safety, potentially longer service intervals are only used to a very limited extent. Unnecessary and avoidable waste is produced!

In line with this, the Mercedes Benz Group advertises a climate-friendly service interval of 25,000 km, but the actual practice is completely different and would be better stated as: “The service interval is usually 12 months, unless you drive more than 25,000 km per year.”

With this practice, the Group shows that it obviously does not want to motivate its customers to drive less! Reducing CO<sub>2</sub> by leaving the car at home when travelling short distances is simply rewarded with higher costs per kilometre.

At a manufacturer of vehicles with high sustainability standards, the climate goal of “reducing greenhouse gas emissions” should actually go hand in hand with incentives for less mileage and noticeably extended service intervals on the basis of digitally recorded data. However, this is not the case with vehicles from the Mercedes-Benz Group!

Since the average annual mileage per passenger car in 2022 was 12,545 km according to a report by the Federal Motor Transport Authority (*Kraftfahrtbundesamt*) and has been falling for years, the Mercedes Benz Group is suggesting to its customers that the maintenance cycle should be an average of two years, which should also be officially possible for vehicles that are not driven much.

**In summary:**

**When it comes to vehicle maintenance at the Mercedes Benz Group, sustainability is still in its infancy and a long way from the Group’s self-imposed targets.**

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