



ESG Capital Market Presentation

Mercedes-Benz Group AG

December 2023

AGENDA

ESG

SUSTAINABLE BUSINESS STRATEGY

E

CLIMATE & DECARBONISATION STRATEGY

S

SUSTAINABLE SUPPLY CHAINS

PEOPLE PLAN

G

SUSTAINABLE CORPORATE GOVERNANCE

SUSTAINABLE FINANCE

SUSTAINABLE BUSINESS STRATEGY

ECOLOGICAL, SOCIAL, ECONOMICAL

MERCEDES-BENZ GROUP: AT A GLANCE

Mercedes-Benz Group AG*

Revenue:	€150.0 billion	Employees:	168,797**
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Mercedes-Benz Cars

Revenue:	€111.6 billion
Employees:	135,388



MAYBACH

AMG

MERCEDES-EQ

Mercedes me

Mercedes-Benz Vans

Revenue:	€17.2 billion
Employees:	19,137



Mercedes-Benz Mobility

Revenue:	€27.0 billion
Employees:	9,850

Mercedes-Benz Bank

Mercedes-Benz
Financial Services

ATHLON

Mercedes pay

Mercedes-Benz Rent

* figures FY 2022 ** incl. central functions & service employees



SUSTAINABILITY IS A GUIDING PRINCIPLE OF OUR STRATEGY

OUR GOAL: WE WILL BUILD THE WORLD'S MOST DESIRABLE CARS

THINK

and act like a
luxury brand

FOCUS

on profitable
growth

EXPAND

customer base by
growing Top-End
Luxury

EMBRACE

customers and grow
lifetime revenues

LEAD

in electric drive and
digital experience

LOWER

cost base, improve
industrial footprint
and increase supply
chain resilience

Driven by a highly qualified and motivated team

Sustainability, Integrity and Diversity as our foundation

SUSTAINABLE BUSINESS STRATEGY: ECOLOGICAL, SOCIAL, ECONOMICAL



+

INTEGRITY
PEOPLE
PARTNERSHIPS



CLIMATE & DECARBONISATION STRATEGY

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

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 CO₂ IMPACT ALONG THE VALUE CHAIN

49.7 tCO₂ in 2020 - 47.8 tCO₂ in 2022 - more than half per decade

WE ARE ON TRACK

— MERCEDES-BENZ GROUP —

— ESG CAPITAL MARKET PRESENTATION —



— ESG CAPITAL MARKET PRESENTATION —

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

Production & logistics



SBTi

Well-to-tank



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Tank-to-wheel



SBTi

End-of-life



WE ARE ON TRACK

LEVERS TO ENSURE CO₂ REDUCTION IN OUR SUPPLY CHAIN

Lighthouses

Selected projects that underline our ambition to lead the industry. | Lighthouse projects in the field of Steel, Aluminum and Batteries

Focus Awardings

Implementation of CO₂ interim targets for CO₂ intensive products. | Implementation in all projects since MMA

Ambition2039 Letter

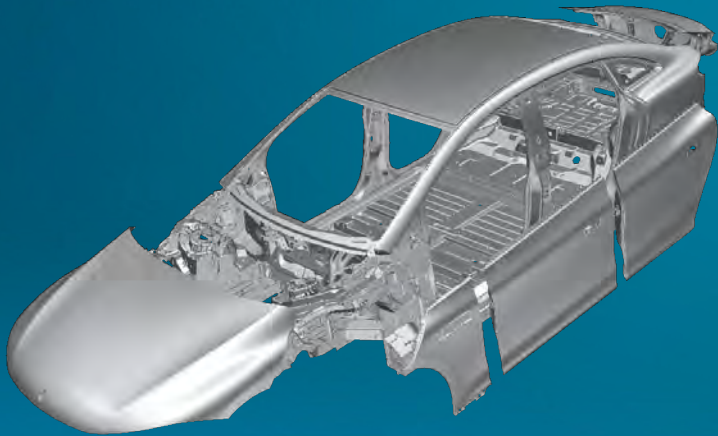
Letter of Intent to reach carbon neutrality by 2039. | Over 90% of our purchasing volume already covered

STEEL: DECARBONISATION OF OUR SUPPLY CHAIN

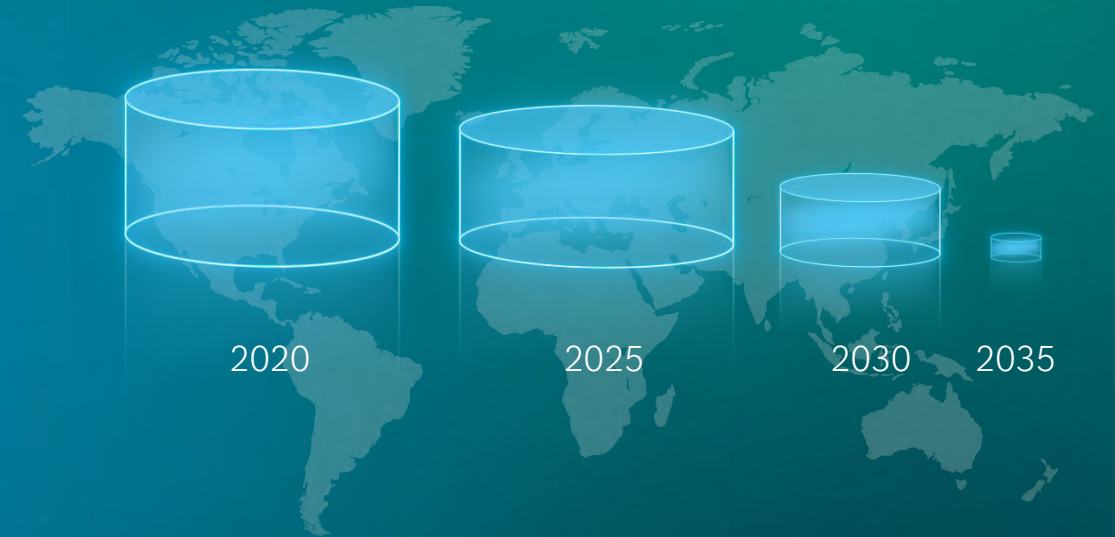
FOSSIL-FREE STEEL - BLUEPRINT FOR UPCOMING CAR LINES

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

Structural parts for upcoming BEVs



STEEL CO₂-REDUCTION PATHWAY



ALUMINIUM: OUR PLAN TO SIGNIFICANTLY REDUCE CO₂ FOOTPRINT BY 2030

Average CO₂/kg Al
of primary aluminium
used in Europe

9 kg

I

Large-scale reduction
through green electricity
starting in 2024

II

Another leap through
technical innovation with our
partners starting in 2023

III

Further technical innovations like
increase in recycled-scrap content and
process changes in primary aluminium
production starting until 2030

-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-CO₂
material with partner Hydro**
Testing aluminium with reduced footprint of
2.8kg CO₂/kg Al with the target to integrate
the material in our series-production this year

- >90%

III

Target 2030
Piloting very-low-CO₂ Al components
with Hydro

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

FIRST IMPLEMENTATION OF RECYCLING TECHNOLOGIES IN 2022

Upcycling // UBG 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



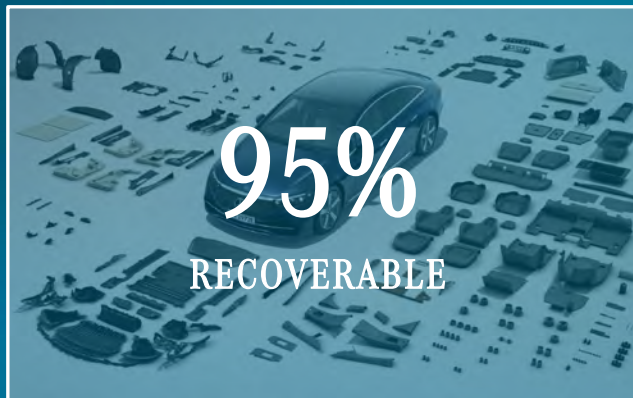
AIMING FOR 40% RECYCLED-MATERIALS CONTENT BY 2030

360° ENVIRONMENTAL CHECK MERCEDES-BENZ EQS

Recycling process **saving CO₂**
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



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

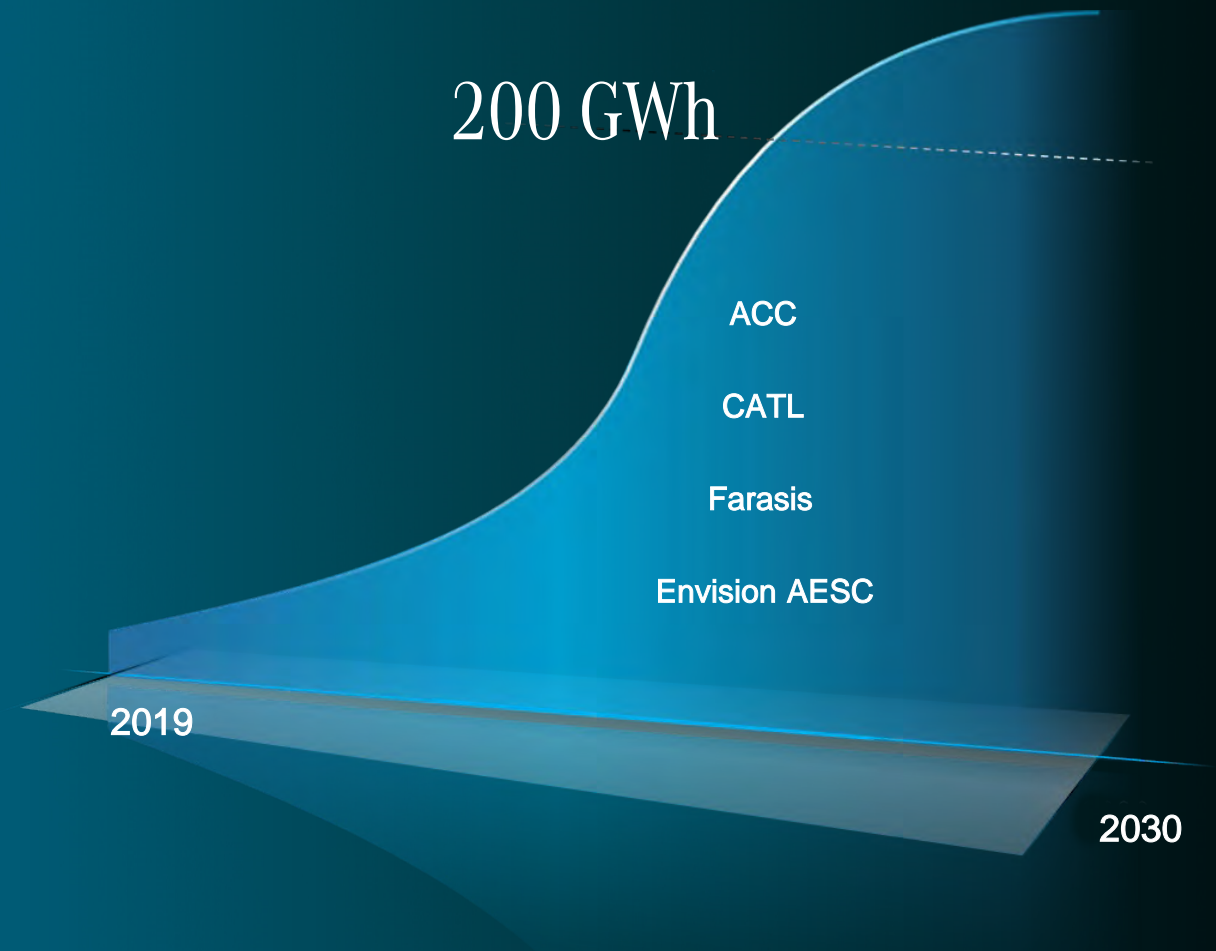
- Cell production in Bowling Green, USA
- Cell production in Caceres, Spain

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

∅ CARBON
FOOTPRINT

base for cell production

NET CARBON-NEUTRAL
CELL PRODUCTION
already implemented

NET CARBON-NEUTRAL
CATHODE PRODUCTION
confirmed by strategic suppliers

+ FURTHER
POTENTIAL
in supply chain

AMBITION 2039 - OUR COMMITMENT TO NET CARBON-NEUTRALITY

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

Supply chain



Production & logistics



SBTi

Green Electricity

Resources

Green Logistics

Well-to-tank



SBTi

Tank-to-wheel



SBTi

End-of-life



WE ARE ON TRACK

WHAT WE HAVE ACHIEVED SO FAR IN PRODUCTION

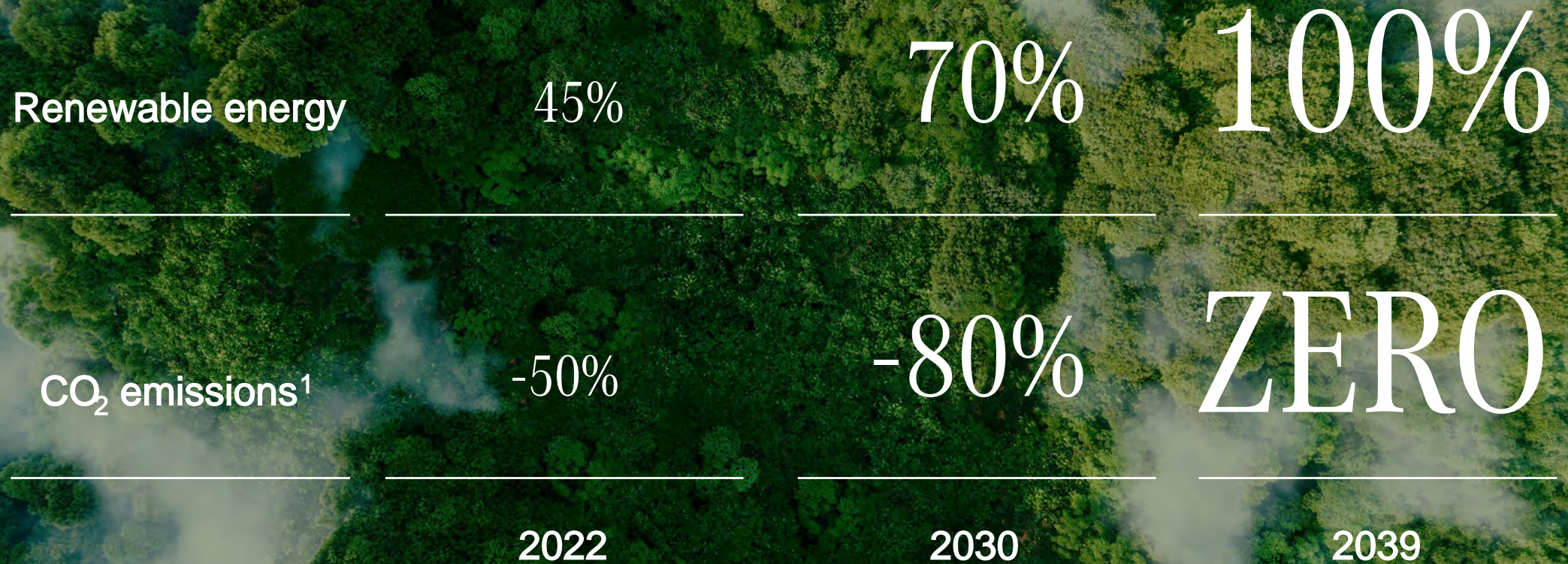
100%
net carbon-neutral

50%
reduction in CO₂ emissions

45%
renewable energy sources



OUR AMBITIOUS TARGETS FOR MERCEDES-BENZ OPERATIONS



¹ Coming from 2018

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

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)

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Tank-to-wheel



SBTi



End-of-life



Own global high-power
charging network
Green Charging

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 supplier¹

Photovoltaic systems at selected Mercedes-Benz charging stations



Green Charging with Mercedes me Charge in public²

Live in 28 markets around Europe, Canada and USA

Steady growth of green charging sessions³

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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Supply chain



Production & logistics



SBTi



Well-to-tank



SBTi



Tank-to-wheel



SBTi



BEV portfolio

“Electric only”

Efficiency

End-of-life



WE ARE ON TRACK

BEV LAUNCH SUCCESSFUL IN EVERY MERCEDES-BENZ PASSENGER CAR SEGMENT



EQA



EQB



EQE / EQE AMG



EQE SUV / EQE
SUV AMG

OUR CURRENT PORTFOLIO - AND THERE IS MORE TO COME



EQS / EQS AMG



EQS SUV



Mercedes-
Maybach EQS SUV



EQV

STRATEGIC TARGET OF OUR PLATFORM LOGIC: ALL SIGNS ON „ELECTRIC“!

THREE STEPS TO ELECTRIFY OUR PORTFOLIO.

today

Flexible architecture
with EV-specific characteristic



EQA



EQB



EQV



EVA
dedicated large electric platform



EQE
EQE AMG



EQE SUV
EQE SUV AMG



EQS
EQS AMG



EQS SUV



Mercedes-Maybach
EQS SUV



MMA¹ “Electric-First” platform
for compact and mid-size



CLA



CLA Shooting
Brake



GLA



GLB

“Electric only”



MB.EA



AMG.EA



VAN.EA

¹ “Electric First” Skateboard, intelligent module strategy with body variants for electrified ICE

WE ARE ON THE WAY TO A FULLY ELECTRIC FUTURE

MMA FOLLOWED BY THREE “ELECTRIC ONLY” ARCHITECTURES MID-DECADE:



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



PERFORMANCE ELECTRIC VEHICLES
Architecture



NEW ERA
For electric vans and light commercial vehicles

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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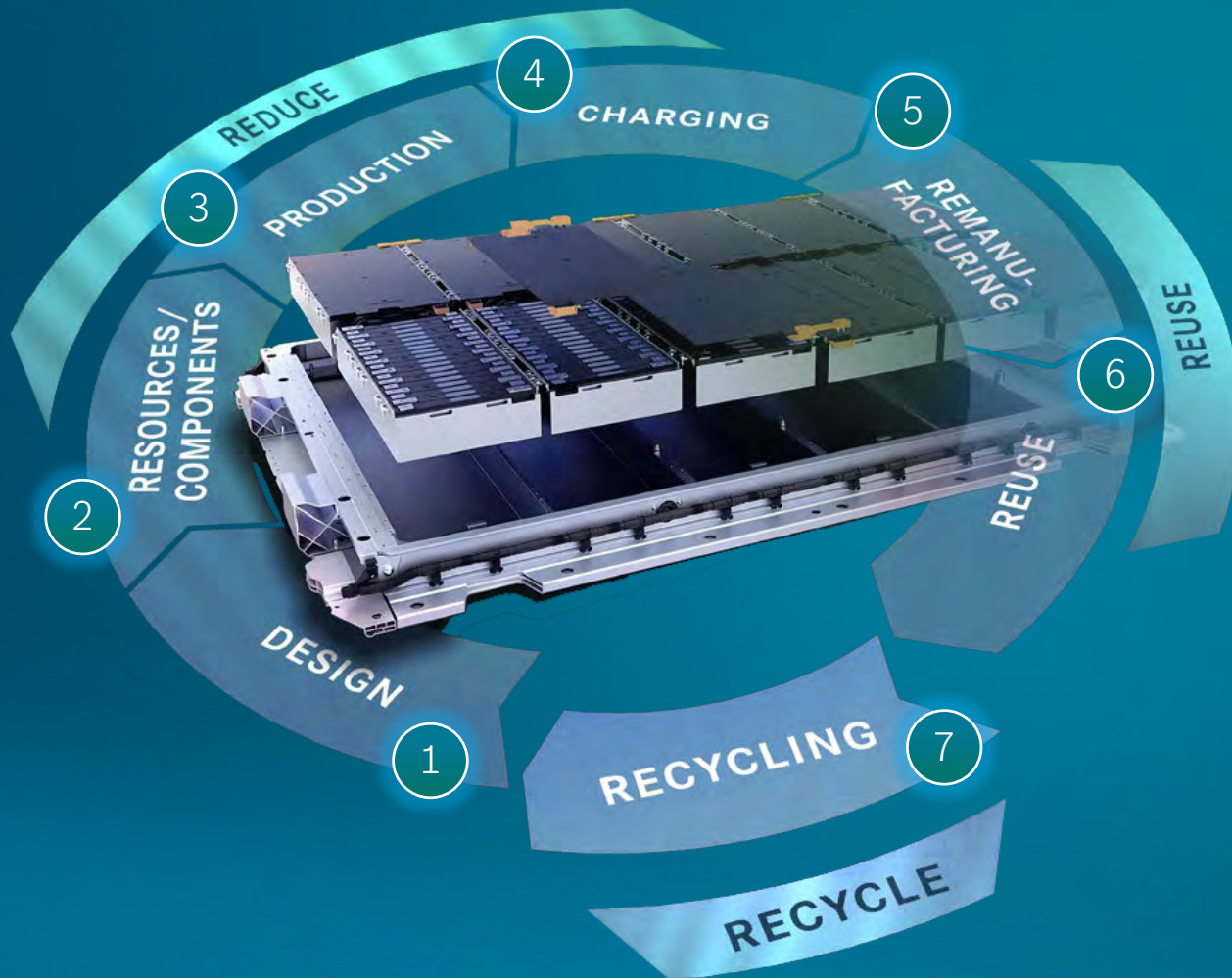
End-of-life



Battery recycling

WE ARE ON TRACK

CLOSING THE LOOP ON BATTERIES



- 1 Sustainable product design even in the development phase
- 2 Net-carbon neutrality as a central criterion in the supply chain
- 3 Net-carbon neutral production in our own MercedesBenz plants around the world as of 2022
- 4 Green Charging in Europe, USA/Canada with Mercedes me Charge
- 5 Availability of refurbished batteries through remanufacturing
- 6 Mercedes-Benz Energystationary energy storages give batteries a second life
- 7 Completing the reusable material cycle through sustainable recycling

MAXIMIZING THE RECYCLING QUOTA OF AUTOMOTIVE BATTERIES

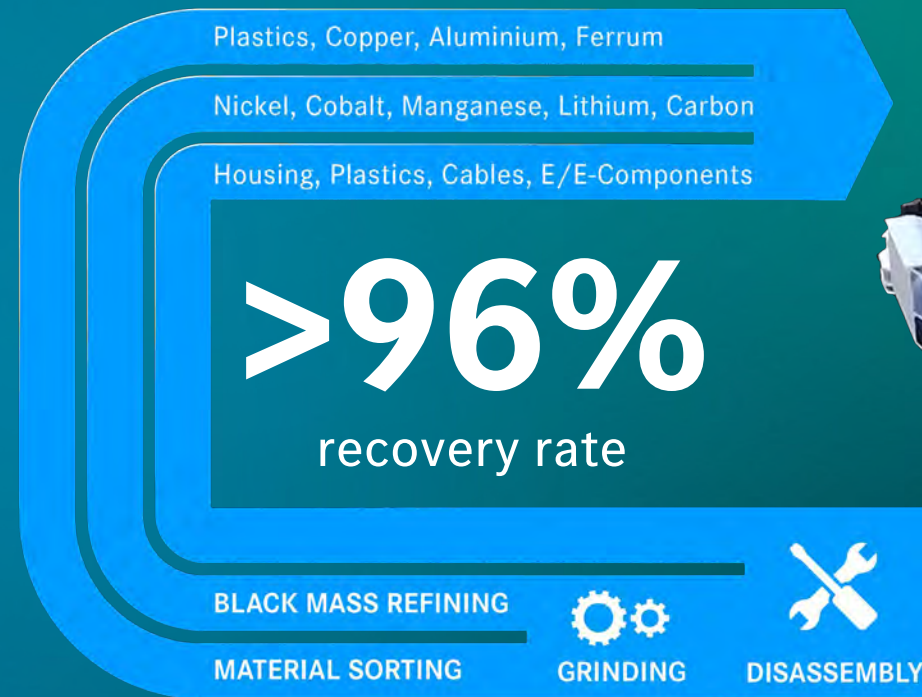
Innovative mechanical -hydrometallurgical process: Recycling rate increases to more than 96%

Investing a double-digit million Euro amount in the construction of a **net carbon -neutral battery recycling factory** in Kuppenheim, Germany

Innovative approach for an **integrated recycling concept within a single factory** is currently unique in Europe

Dismantling at the module level, shredding, drying and processing of **battery -grade materials** (cobalt, nickel, lithium and in future also graphite)

Recycling of lithium-ion batteries from (plug-in) hybrids and electric vehicles (test vehicles, start-up batteries, returns of the field)



BATTERY RECYCLING FACTORY IN KUPPENHEIM



GROUNDBREAKING KUPPENHEIM

Mercedes-Benz Battery Recycling



Ramp-up mechanical dismantling in
2023

Recycling of more than
2,500
tonnes of battery modules

Recovered materials to produce more than
50,000
battery modules

FIRST CLOSED LOOP IN CHINA FOR BATTERIES: MOU SIGNED

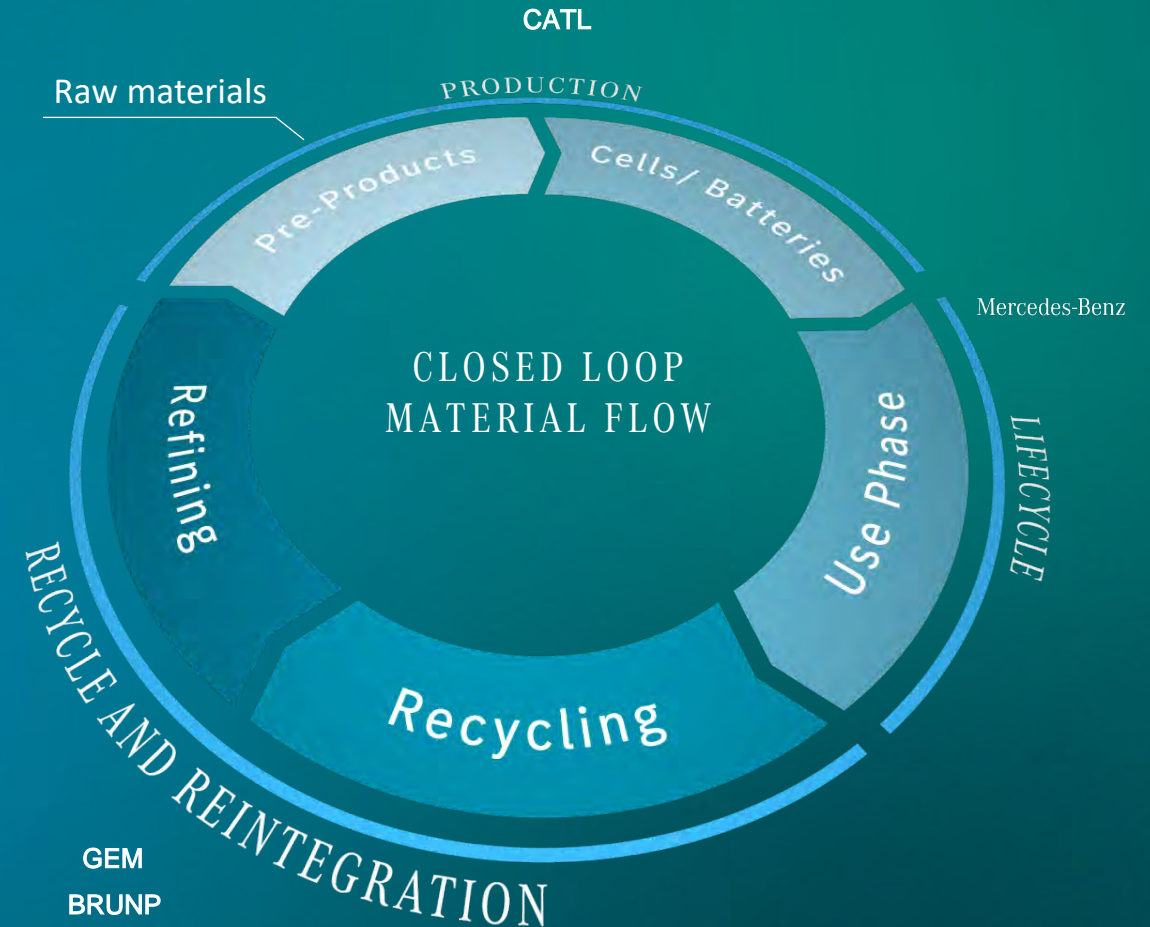
STRATEGIC PARTNERSHIP

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

4-party MoU signed with CATL, Brup 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

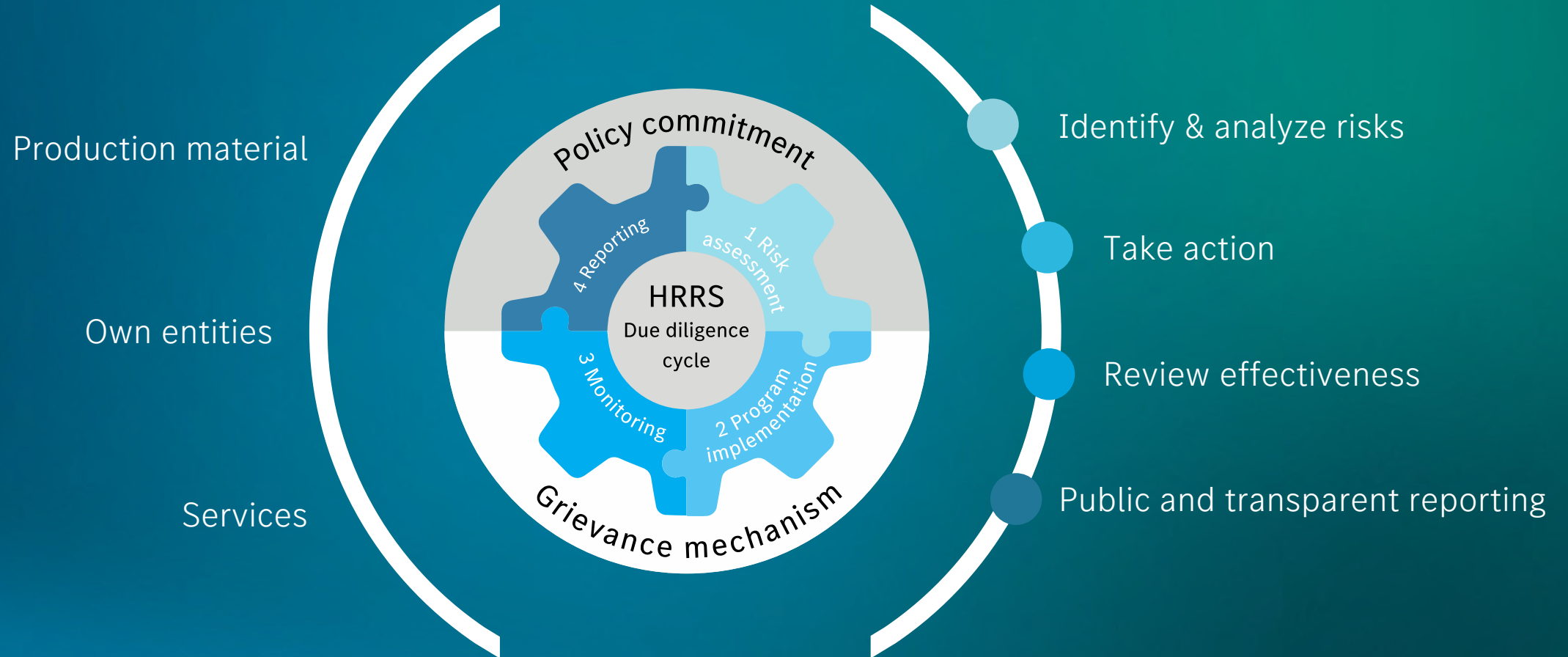


SUSTAINABLE SUPPLY CHAINS

RESPECTING HUMAN RIGHTS BEYOND COMPLIANCE –
FROM THE MINE TO THE MERCEDES-BENZ.

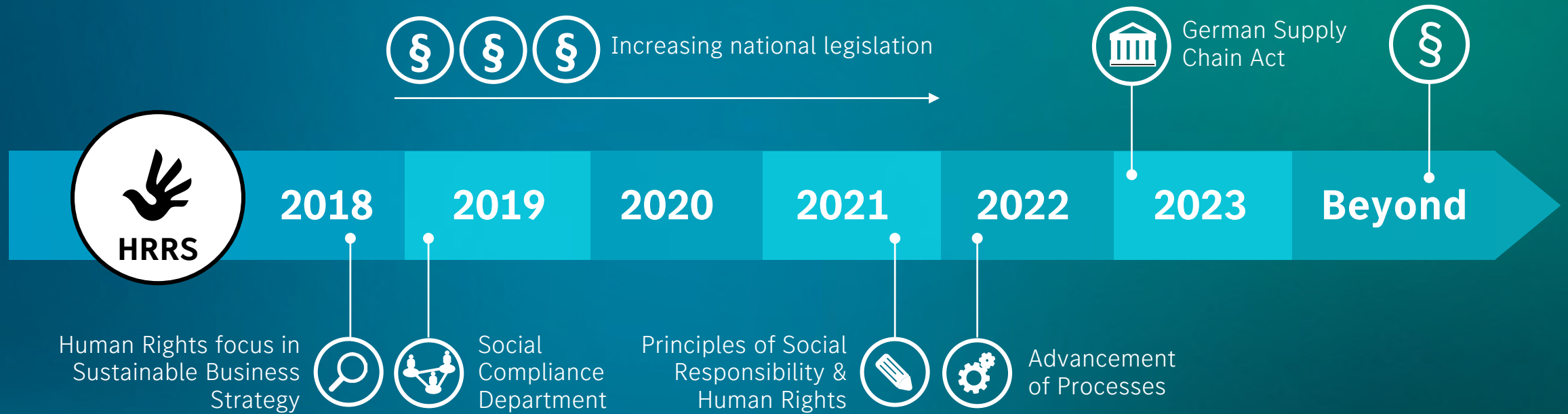
MERCEDES-BENZ HUMAN RIGHTS RESPECT SYSTEM (HRRS)

WE ARE PIONEERS IN HUMAN RIGHTS DUE DILIGENCE



MERCEDES-BENZ HUMAN RIGHTS RESPECT SYSTEM (HRRS)

HUMAN RIGHTS DUE DILIGENCE IS AN ONGOING TASK



HUMAN RIGHTS DUE DILIGENCE @MERCEDES-BENZ

IMPORTANT STEPS FORWARD IN 2022

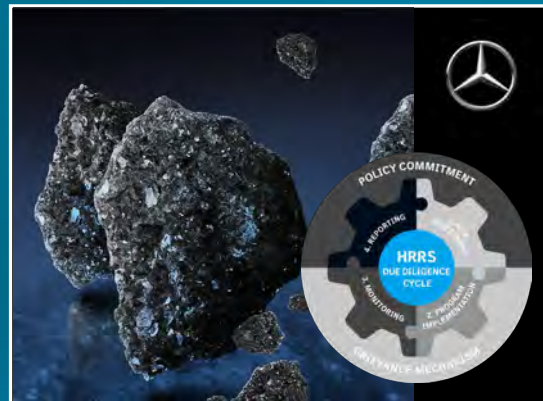
ROLES & RESPONSIBILITIES



POLICIES



MEASURES & PROCESSES



STAKEHOLDER ENGAGEMENT



24 RAW MATERIALS POSING HUMAN RIGHTS RISKS

Al ¹³ ALUMINIUM	Fe ²⁶ IRON	Mo MOLYBDEUM	Pt ⁷⁷ PLATINUM	Sn ⁴⁹ TIN	L LEATHER
Cr ²⁴ CHROMIUM	Li ³ LITHIUM	Ni ²⁷ NICKEL	Rh ⁴⁴ RHODIUM	W ⁷⁴ TUNGSTEN	M MICA
Co ²⁷ COBALT	Mg ¹² MAGNESIUM	Nb ⁴¹ NIOBIUM	Si ¹⁴ SILICON	Zn ²⁹ ZINC	R RARE EARTH ELEMENTS
Cu ²⁸ COPPER	Mn ²⁵ MANGANESE	Pd ⁴⁵ PALLADIUM	Ta ⁷³ TANTALUM	G GRAFITE	R RUBBER



FURTHER ASSESSMENT OF CRITICAL RAW MATERIALS

PREPARING FOR UPCOMING LEGISLATION

Assessment steps

Transparency



Risk Hot Spots



Mitigation Measures



Focus on battery raw materials

Q1/2023

Co



Li



C



Ni



Q4/2023



Raw Material Report

REGULAR
UPDATES



DEEP AND RISK-BASED INVOLVEMENT - ALL THE WAY DOWN TO THE MINE

STRENGTHENING OUR COMMITMENT

RSC Global audit programme

2019-2022

Co
Cobalt

2022-2025

- + Three more project years
- + Environmental audit criteria
- + Further materials

Co
Cobalt

Cu
Copper

Ni
Nickel

Li
Lithium

C
Graphite

Mn
Manganese

On-site visits in Chile and DRC



PEOPLE PLAN

EMPOWERING OUR EMPLOYEES AND OUR ORGANISATION
FOR A DIGITAL AND ELECTRIC FUTURE.

OUR PEOPLE PLAN FOCUSES ON A JUST TRANSITION FOR OUR EMPLOYEES



Re-shape

streamlining our organisation
in a responsible way

Re-skill

developing future-oriented qualifications

Re-charge

defining the Mercedes-Benz way
as an employer

RE-SHAPE

HIRING FOR OUR FUTURE

3,000

positions for software engineers
worldwide

3,750

apprentices and dual students
in Germany



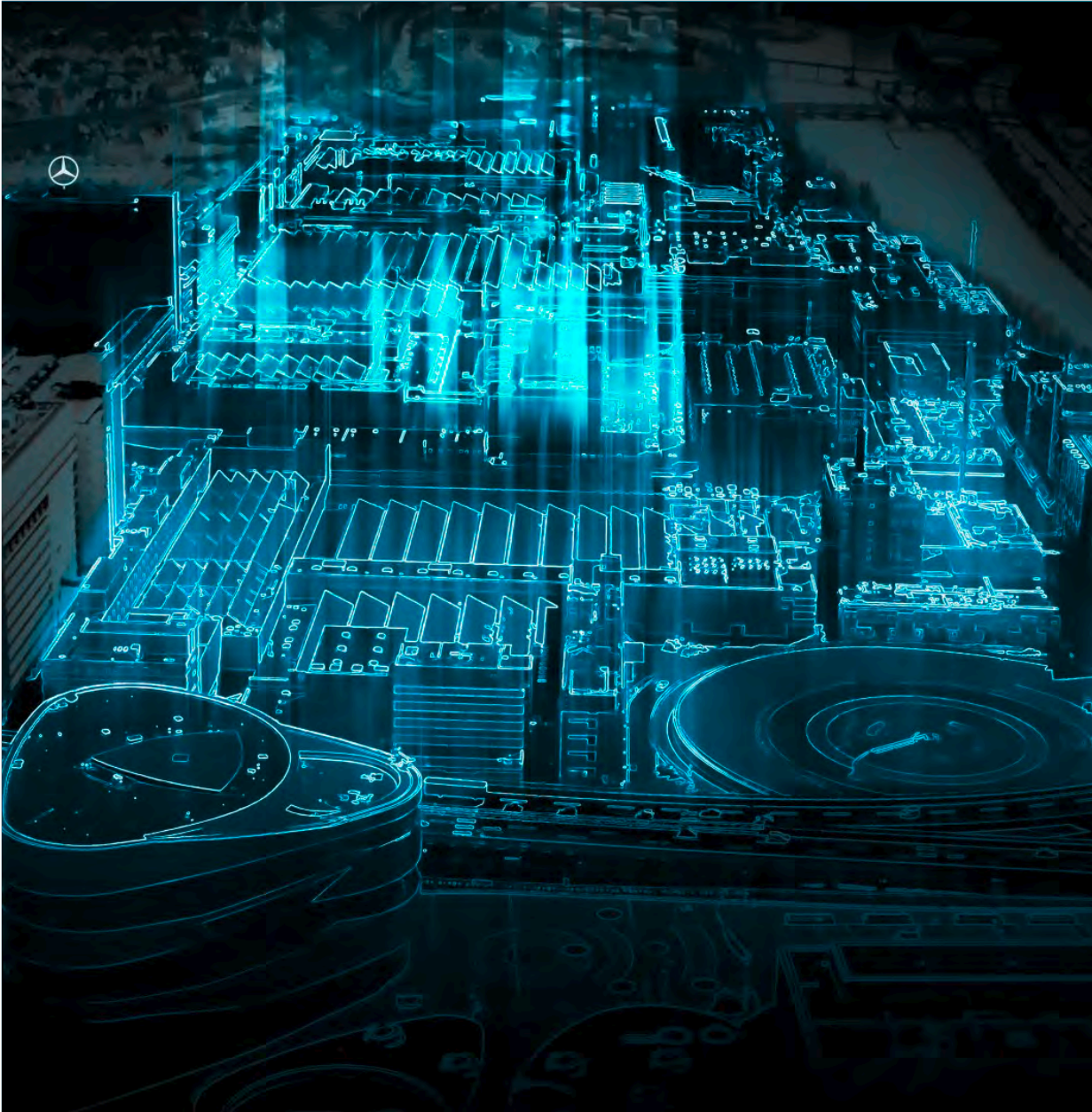
RE-SHAPE

NO ONE-SIZE-FITS-ALL SOLUTION

Individual target plans for our entities,
plants and functions

Realignment of our global production network
towards electric vehicles and digitalisation

Targeting further increases and improvements
in the future flexibility and efficiency of our plants



WE EMPOWER OUR TEAM TO
SHAPE A SUCCESSFUL TRANSFORMATION

Turn2Learn

>2 bn

investment in Turn2Learn qualification
initiative worldwide until 2030

1.9 m

learning hours in 2022,
up from 1.3 m in 2021

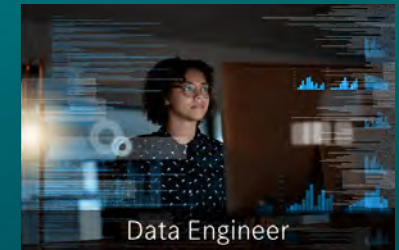
RE-SKILL



77,000

employees in Germany qualified
in e-mobility since 2020

Specific IT training for strategically
important data and use cases



RE-CHARGE

MODERN, FLEXIBLE AND DIVERSE
WORKING ENVIRONMENT

24.7%

share of women in
senior management positions in 2022

Our ambition

30%

share of women in
senior management positions by 2030

>200

job-sharing tandems across leaderships levels



RE-CHARGE



OUR EMPLOYEES SHARE
IN THE COMPANY'S SUCCESS

Competitive salary

Profit-sharing bonus for tariff-scale employees

Employee shares

**WE BASE OUR COMPENSATION NOT ONLY
ON EBIT, BUT ALSO ON ESG TARGETS**

ESG targets in short- and long-term incentives

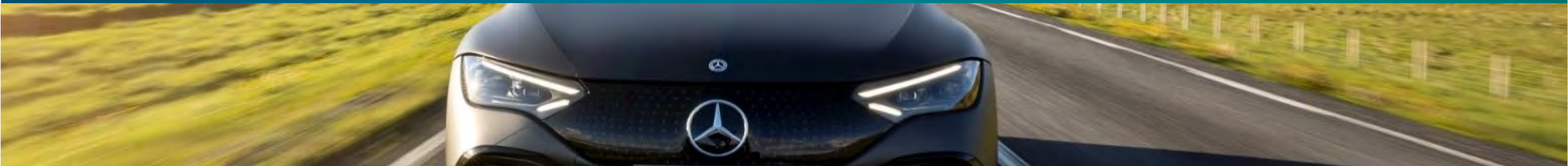
From Managers to Board of Management

SUSTAINABLE CORPORATE GOVERNANCE

ENABLING A SUSTAINABLE TRANSFORMATION
THROUGH CORPORATE GOVERNANCE.

ESG GOVERNANCE

ESG INTEGRATED IN CORPORATE GOVERNANCE STRUCTURES



Sustainability expertise/competence added to the requirements profile of the Supervisory Board



Sustainability-related transformation targets included in executive compensation



Human Rights Officer appointed to respect and uphold human rights



Board-level steering committee for group-wide sustainability management



Sustainability aspects integrated into risk management process and internal control system/CMS*



Sustainability aspects anchored in strategic decision making processes



Advisory Board for Integrity & Sustainability



Annual Sustainability Dialogues, ESG Conference



Regular materiality assessment



Comprehensive sustainability reporting**

* CMS – Compliance Management System

** e.g. Sustainability Report, TCFD Report, SASB Report, Non-financial declaration, Climate Policy Report, Raw Materials Report, Green Finance Investor Report

EXECUTIVE REMUNERATION

ENHANCED REMUNERATION FOR ALL EXECUTIVES



VARIABLE COMPONENTS

Short-Term Incentive (STI)

Annual bonus


Long-Term Incentive (LTI)

Performance Phantom
Share Plan (PPSP)

EXECUTIVE REMUNERATION

FURTHER ANCHORING OF ESG CRITERIA

ENVIRONMENT

 **CO₂ emissions**
(passenger cars + vans fleet worldwide)

SOCIAL

 **Safety innovation**

GOVERNANCE

 **ESG stakeholder engagement**

Contribution to CO₂ emissions reduction, to increasing road safety and continuous development of the Group's ESG activities across the company and with external stakeholders

PPSP 2023

 **xEV share of unit sales**
(worldwide)

 **Assessed high-risk materials**

 **Diversity & inclusion**

Contribution to increasing xEVs on the road, to ensuring a supply chain that is fair, transparent and promotes human rights and to promoting diversity in the workplace and guaranteeing that all receive fair treatment regardless of background

SUSTAINABLE FINANCE

FINANCING OUR TRANSFORMATION IN
A SUSTAINABLE MANNER.



CAPITAL ALLOCATION

Capital allocation: driven by “Electric only”

Investments: -80% in non-BEV by 2026

Low-carbon shares: steady increase

EU Taxonomy: full support for climate goals

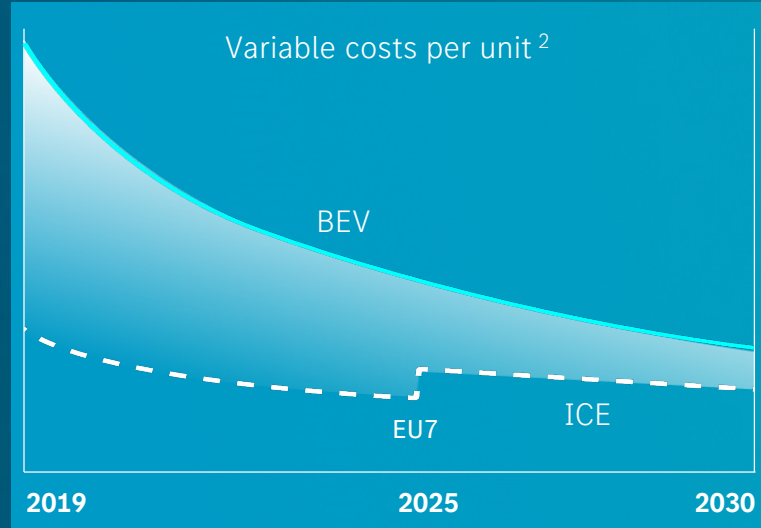


CAPITAL ALLOCATION

“ELECTRIC ONLY” - MANAGING THE TRANSFORMATION IN A PROFITABLE WAY

Recap MBSU e-drive July 2021

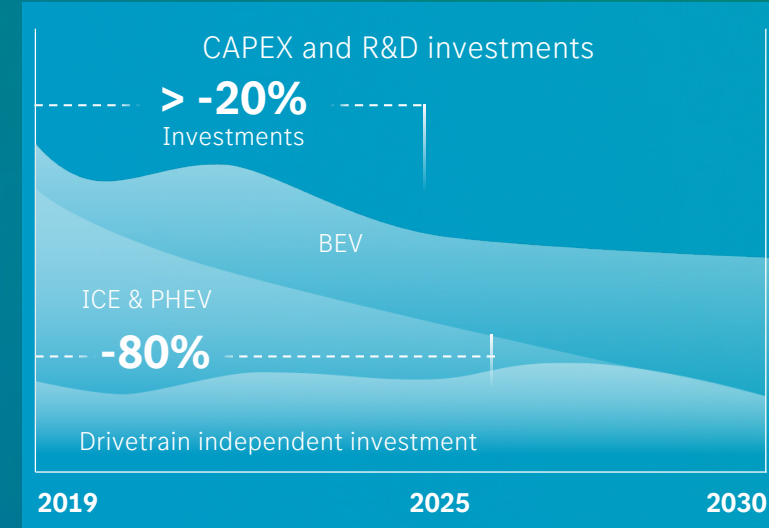
schematic



Adjustment of overall business system required to become all-electric by end of the decade¹

Recap MBSU e-drive July 2021

schematic



Radically reduced non-BEV investments

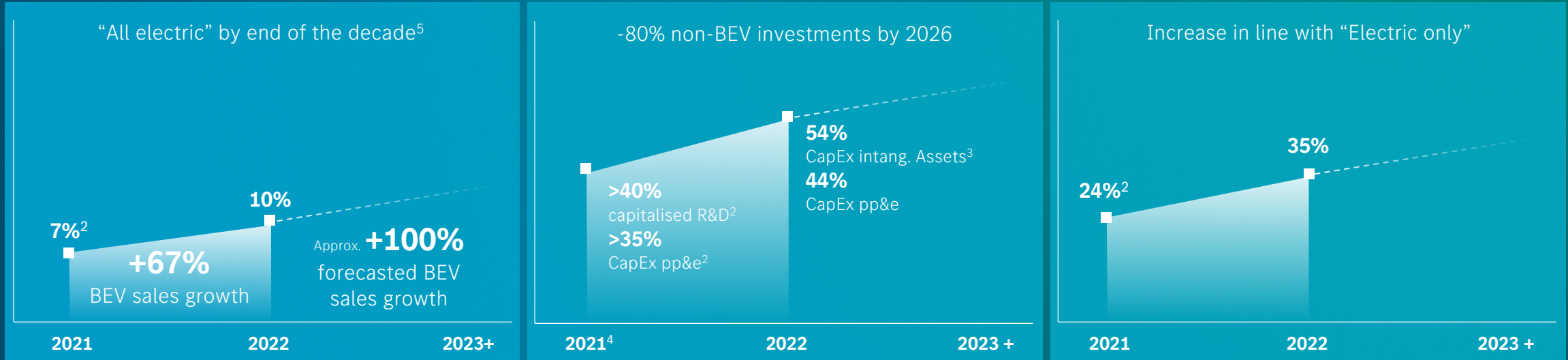
Overall investment reduction by 20% by mid of decade and further decreases afterwards

¹ where market conditions allow ² before mix change

EU TAXONOMY DISCLOSING¹

“ELECTRIC ONLY” - DRIVING CAPITAL ALLOCATION

schematic



REVENUES

Impacted by structural effects and
“do no significant harm”

Will further increase in the years ahead

CAPITAL EXPENDITURES

Investments shifting to “Electric only”

Will further increase in the years ahead

OPERATING EXPENSES

Mainly non-capitalised R&D expenditure

¹ Comprehensive EU Taxonomy reporting in Annual Report 2022 ² Voluntary reporting on the proportion of economic activities relating to low-carbon vehicles (below the limit value of 50g CO₂/km) ³ Mainly capitalised research and development expenditure

⁴ Including capital expenditure on non-current assets related to Daimler's commercial vehicle business until its first classification as available for sale or disbursement in accordance with IFRS 5 by July 30, 2022 ⁵ where market conditions allow

GREEN FINANCE

Green Finance Framework: overhauled

Green Financing Instruments: variety increased

Revolving Credit Facility: linked to climate protection targets

Green Bond: first issuance outside of Europe



GREEN FINANCE

FINANCING OUR TRANSFORMATION IN A SUSTAINABLE MANNER



GREEN FINANCE FRAMEWORK

In line with Ambition 2039

“DARK GREEN” by CICERO

Green Mercedes-Benz Mobility assets &
Green ABS

REVOLVING CREDIT FACILITY

In line with Ambition 2039

11 billion euros linked to carbon footprint
and BEV share

Proof point for future set-up

GREEN PANDA BOND

First automaker to issue a
Green Panda Bond

Green Finance regional footprint expanded

Net proceeds for BEVs

ESG COMMUNICATION & REPORTING

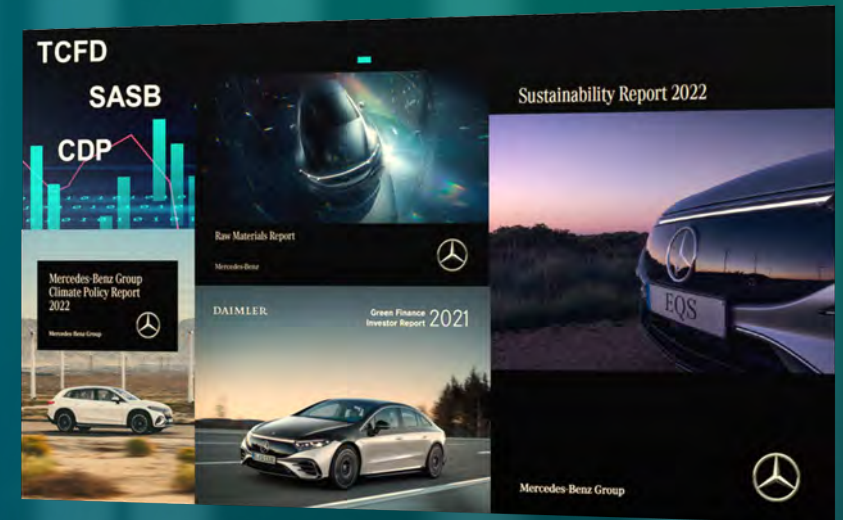
WE PROVIDE TRANSPARENCY AND SUPPORT DIRECT COMMUNICATION WITH OUR SHAREHOLDERS



Multi-platform-based
shareholder communication

&

Comprehensive disclosure
according to capital market
standards & frameworks



COMMUNICATION

REPORTING

ESG COMMUNICATION



1st digital ESG Conference
on April 11, 2022

ESG (Environment, Social and
Governance) Conference for
investors and analysts

&

Along the facets of Mercedes-
Benz Group's sustainable
business strategy from climate
protection to sustainable
financing

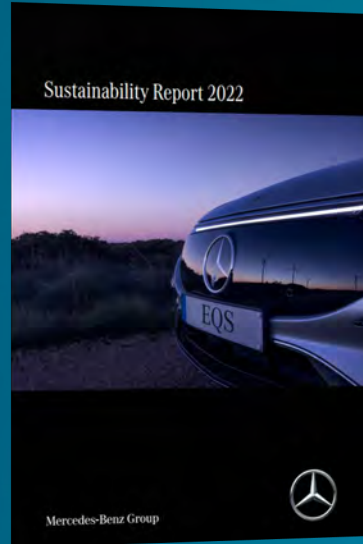


2nd digital ESG Conference
on March 30, 2023

ESG REPORTING



Annual Report¹



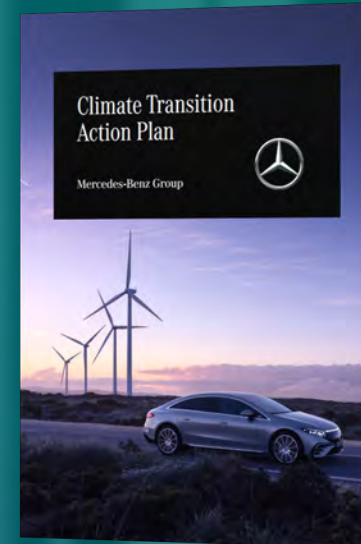
Sustainability Report



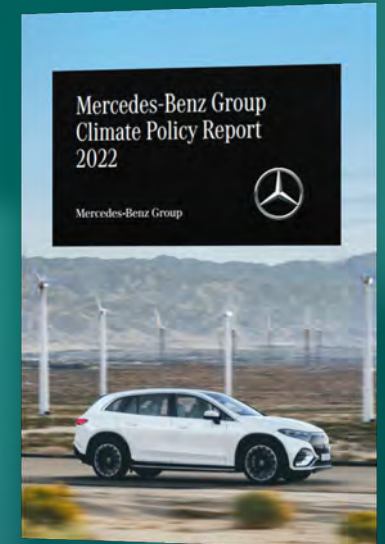
SASB Report



TCFD Report



Climate Transition Action Plan



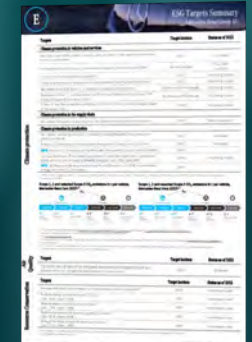
Climate Policy Report



Raw Materials Report



ESG Capital Market Presentation



ESG Targets Summary

¹ including Non-Financial Declaration

MERCEDES-BENZ IS MAKING SUBSTANTIAL PROGRESS

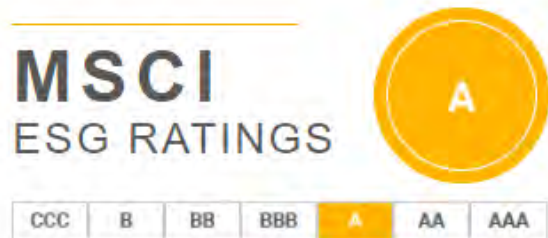


230 of
~19,000

companies worldwide received an A rating from CDP¹ for their climate efforts – Mercedes-Benz is one of them

¹ Carbon Disclosure Project

MERCEDES-BENZ IS MAKING SUBSTANTIAL PROGRESS



A-Rating



ESG Risk Rating **COMPREHENSIVE**

19.6 Low Risk



Strong position in the sub-industry peer group ranked 10 out of 77



Corporate ESG Performance

RATED BY
ISS ESG

Prime

Ranked with the highest rating in the auto sector Prime Status (C+)

as of December 2023

COMMITTED TO BUILDING THE WORLD'S MOST DESIRABLE CARS IN A SUSTAINABLE WAY



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.