DOING OUR PART

FINANCING OUR TRANSFORMATION IN A SUSTAINABLE MANNER.
SUSTAINABLE FINANCE

Harald Wilhelm
Member of the Board of Management of Mercedes-Benz Group AG,
Finance & Controlling/Mercedes-Benz Mobility
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
Adjustment of overall business system required to become all-electric by end of the decade.

CAPITAL ALLOCATION

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

Recap MBSU e-drive July 2021

Variable costs per unit

BEV

EU7

ICE

Recap MBSU e-drive July 2021

CAPEX and R&D investments

> -20%

Investments

BEV

ICE & PHEV

-80%

Drivetrain independent investment

2019 2025 2030

2019 2025 2030

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 DISCLOSING

“ELECTRIC ONLY” - DRIVING CAPITAL ALLOCATION

**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

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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
DOING OUR PART

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
WE PROVIDE TRANSPARENCY AND SUPPORT DIRECT COMMUNICATION WITH OUR SHAREHOLDERS

Multi-platform-based shareholder communication
&
Comprehensive disclosure according to capital market standards & frameworks
KEY TAKEAWAYS

CAPITAL ALLOCATION
In line with “Electric only” and Ambition 2039

EU TAXONOMY
Taxonomy-aligned indicators expected to increase

GREEN FINANCE FRAMEWORK
funding of our strategy in a sustainable manner with even more instruments to come such as Green ABS

ESG COMMUNICATION & REPORTING
dedicated and comprehensive
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.