SUSTAINABILITY UPDATE 2026

Mercedes-Benz Group AG

SUSTAINABILITY UPDATE 2026

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140 YEARS OF INNOVATION

Tomorrow XX – driving innovation for decarbonisation and circularity



Rethinking component design

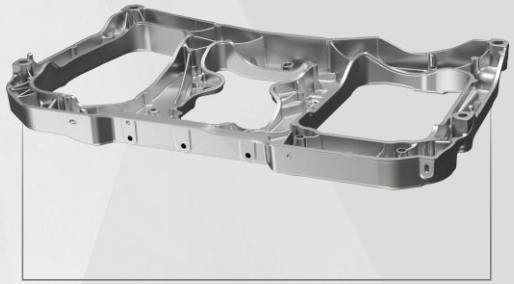
Innovative approaches to materials and combinations

Urban mining

Tomorrow XX – putting sustainability on the road

Component design

BIONICAST®

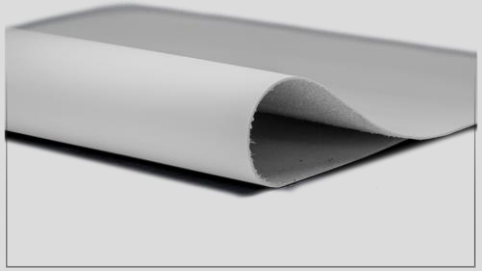


Bionic, process-optimised design

Up to 25% less
material and weight*

High-performance material

LABFIBER Biotech Leather Alternative



Made from recycled end-of-life tyres

Twice the maximum tensile
strength of genuine leather

Urban mining

Underbody cladding



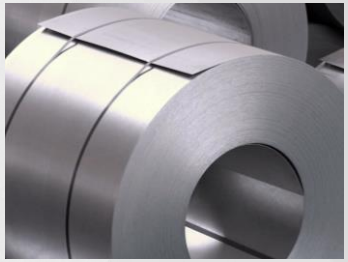
Made from recycled plastics

End-of-life vehicles as a source
of raw materials for new vehicles

*Compared to conventional components.

Refined Ambition 2039: a clear path to measurable CO_2 reductions

-70%* overall across all relevant value chain stages by **2039**



Supply chain

-20%**
(-60%)



Own production

-90%



Logistics

-45%



Vehicle use phase

-80%**



End-of-life

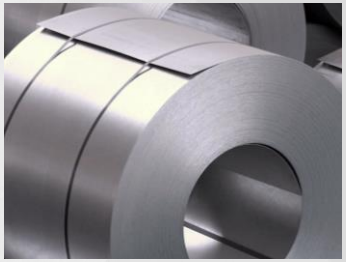
-75%

Net Zero by **2049*****

*Percentage changes within the considered value chain stages compared to 2019.
**Supply Chain: measures are expected to lead to a reduction of ~60%, compared to a scenario in which they are not implemented. Compared to 2019, this represents a reduction of around 20% due to portfolio shift; Use Phase: as market conditions allow.
***Net-zero means that the CO_2 emissions across all relevant value chain stages will be reduced by at least 90% compared to 2019. Remaining CO_2 emissions (<10%) will be neutralized permanently.

For further information see
Mercedes-Benz Group
Climate Transition Action Plan

Refined Ambition 2039: our commitment to decarbonisation along the entire value chain



Supply chain

Aluminium
Steel
Battery cells
Plastics



Own production



Logistics



Vehicle use phase



End-of-life

The new Mercedes-Benz GLC 400 4MATIC: two-thirds lower lifecycle carbon emissions*



Mercedes-Benz GLC 400 4MATIC with EQ Technology | Combined energy consumption: 18.9–14.9 kWh/100 km | Combined CO_2 emissions: 0 g/km | CO_2 class: A

For further information see the 360° Environmental Check for the electric GLC

Major offtake agreement with Norsk Hydro for very-low-carbon aluminium



Today's carbon footprint
Hydro low-carbon aluminium

4.0 kg

CO_2e/kg

~72% below global average of 14.4 kg

Targeted footprint by 2030
Primary aluminium

3.0 kg

CO_2e/kg

Binding until beyond 2030 · ≥10% of primary demand

From 2027:
Hydro Circal

≤2.0 kg

CO_2e/kg

≥75% post-consumer recycled content

Outlook: low-carbon steel with innovative technology



Next-generation battery cell chemistries: reducing reliance on critical raw materials

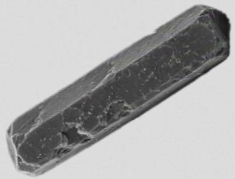
State of the art → **Progress** → **Future**

NMC
Lithium nickel manganese cobalt oxide



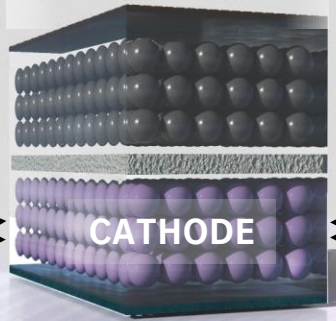
Volumetric Energy Density (VED)

LFP
Lithium iron phosphate

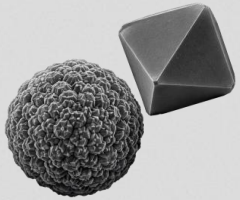


Volumetric Energy Density (VED)

Core segment
- Higher performance -
- More cost-effective -

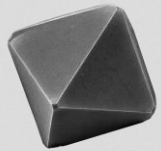


LMO/NMC blend
Lithium manganese oxide + lithium nickel manganese cobalt oxide



Volumetric Energy Density (VED)

LNMO
Lithium nickel manganese oxide



Volumetric Energy Density (VED)

Refined Ambition 2039: our commitment to decarbonation along the entire value chain



Supply chain



Own production



Logistics



Vehicle use phase

Electrification

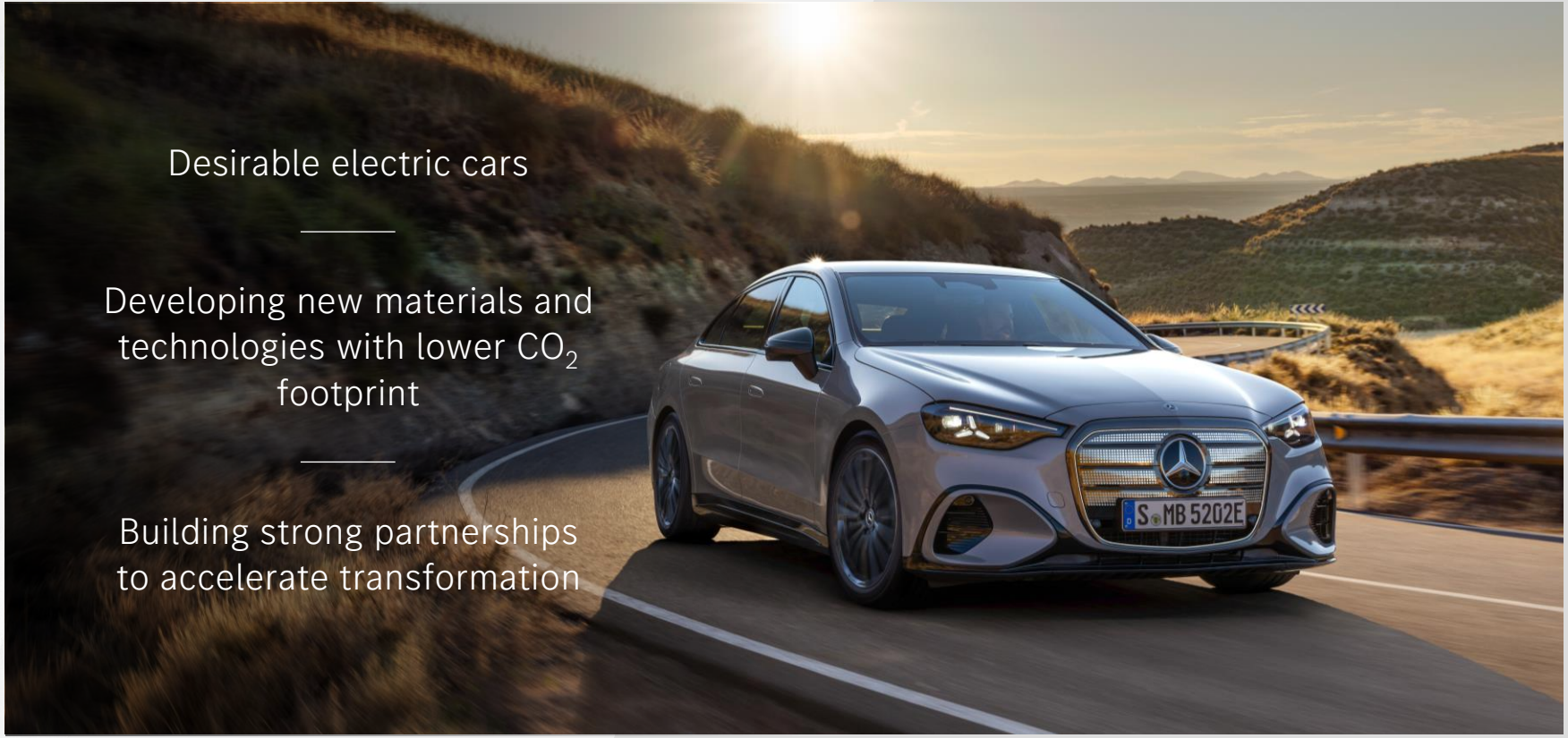


End-of-life

Successful product launch programme: Global BEV sales up 61% year-on-year



On our way to create sustainable progress



DISCLAIMER

This document contains forward-looking statements that reflect current views of the Mercedes-Benz Group 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, material examples of which include (1) an adverse development of global economic conditions, in particular a negative change in market conditions in the most important markets e.g. a shift in consumer preferences towards smaller, lower-margin vehicles; a limited demand for all-electric vehicles; a possible lack of acceptance of products or services which limits the ability to achieve prices and adequately utilize production capacities; a decline in resale prices of used vehicles; (2) the business outlook for companies in which the Mercedes-Benz Group holds a significant equity interest; (3) the successful implementation of strategic cooperations and joint ventures; (4) a deterioration of refinancing possibilities on the credit and financial markets; (5) the effective implementation of cost-reduction and efficiency-optimization measures; and (6) 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 this Interim Report. Further examples for such risks include events of force majeure including natural disasters, pandemics, acts of terrorism, cyber incidents, political unrest, armed or other conflicts, industrial accidents and their effects on sales, purchasing, production or financial services activities; changes in currency exchange rates, tariffs and other protectionist measures; changes in laws, regulations and government policies (or changes in their interpretation), particularly those relating to vehicle emissions, fuel economy and safety or to the communication regarding sustainability topics (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. 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. The Mercedes-Benz Group does 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.