

Daimler Sustainability Newsletter

The future of the fuel cell

Linde and Daimler expedite development of hydrogen infrastructure

Fuel cell vehicles have already demonstrated their suitability for everyday use. To successfully establish this locally zero-emission drive technology on the market, a close-knit supply of hydrogen must be secured.



The fuel cell represents a major advance in the mobility of electrically powered vehicles, with locally emission-free operation, a long range, and short filling times – in passenger cars and commercial vehicles.

STUTTGART/MUNICH – The automotive manufacturer Daimler and the technology company The Linde Group are pressing ahead with the development of an infrastructure for hydrogen-powered fuel-cell vehicles. Over the next three years, the two companies plan to construct a further 20 hydrogen filling stations in Germany, thus ensuring a supply of hydrogen derived purely from renewable resources for the steadily increasing number of fuel cell vehicles on the roads. The initiative of Linde and Daimler involves investments running into the tens of millions, and is set to more than triple the number of public hydrogen refueling points in

Germany. The new stations will be located in the current hydrogen centers of Stuttgart, Berlin, and Hamburg as well as along two new continuous north-south and east-west axes. The aim is to use existing sites belonging to different petroleum companies that are strategically located in the traffic network. This will make it possible to drive anywhere in Germany with a fuel cell-powered vehicle for the first time. Dr. Dieter Zetsche, Chairman of the Board of Management of Daimler AG and Head of Mercedes-Benz Cars, remarked: “The fuel cell represents a decisive step forward for electromobility, as it enables zero-emission driving with high

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ranges and short refueling times – not just for passenger cars, but for commercial vehicles too. In partnership with Linde, we are now taking the next step by getting things going on the infrastructure side. Construction and commissioning of the new filling

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Editorial



Dear reader,

We intend to bring about further major reductions in pollutants and emissions. A key element of this strategy is fuel cell technology, whose everyday practicality we have already impressively demonstrated in the “F-CELL World Drive.” The Mercedes-Benz Citaro FuelCELL hybrid is one of the pioneers of sustainable mobility in buses. Later this month, the first fuel cell hybrid

buses of the new generation will be delivered to Hamburg, where they will be used in the local public transport system as part of the NaBuZ (Sustainable Bus Systems of the Future) project. To ensure the necessary universal availability of hydrogen, we will be establishing 20 hydrogen filling stations in Germany in cooperation with Linde over the next three years.

But even conventional engine technologies offer great potential here. This is shown by the new Mercedes-Benz Actros, which has met the stringent Euro VI emissions standards two years earlier than required by law and consumes even less fuel than its predecessor.

The second “Daimler Sustainability Dia-

logue” in China underscores the importance we attach both to sustainable economic development and to our aspiration to uphold the establishment of ethical standards and adherence to them on a worldwide basis. In our contact with our stakeholders, we intend to learn from each other.

This issue of our Sustainability Newsletter also provides you with information on further sustainability initiatives.

Andreas Renschler
Member of the Board of Management of Daimler AG with responsibility for the Daimler Trucks Division

stations will already start in 2012. Further partners from the petroleum, power supply or automotive industries, for instance, are welcome to become involved in the joint initiative set up by Daimler and Linde.”

Background: The infrastructure of hydrogen filling stations in Germany

Successful introduction of fuel-cell vehicles relies on the development of a public hydrogen supply infrastructure. The first centers have already sprung up in large metropolitan areas, such as Berlin and Hamburg. Almost thirty hydrogen refueling points have already been established in Germany, seven of which are integrated into a public filling station facility. This means that Germany clearly leads the way in Europe. To begin with, just five to ten filling stations are sufficient for conveniently servicing the requirements of a large city. Joining up these urban centers – for example Berlin with Hamburg, and Stuttgart with Munich – by means of corridors along the arterial roads between them is a major step forward towards the establishment of a nationwide public H₂ infrastructure.

Everyday practicality demonstrated

Daimler has already proven the everyday practicality of fuel cell drive. Mercedes-Benz demonstrated the qualities of its fuel cell automobiles in terms of driving performance and robustness on the “F-CELL World Drive,” in the course of which three B-Class F-CELL



The B-Class F-CELL on the F-CELL World Drive.

vehicles each covered more than 30,000 kilometers without encountering problems. Daimler sees this as sufficient reason to launch the B-Class F-CELL on the market as the first series-produced electric vehicle powered by fuel cells. Series manufacture of the next fuel cell vehicles is now expected to commence as early as 2014, rather than in 2015 as originally planned.



The Citaro FuelCELL Hybrid.

Later this year, Mercedes-Benz will already issue a small series of 30 Citaro FuelCELL Hybrid buses, which are to undergo practical trial operation. The Citaro FuelCELL Hybrid, a fuel cell hybrid bus of the latest generation, is characterized by all-round environmental compatibility: It produces no harmful emissions, which makes it ideal for use in highly polluted inner city areas and major conurbations. ■

Innovation

The new Mercedes-Benz Actros

Together with its new Actros truck, Daimler is presenting a newly developed series of engines that are setting new standards. The new Actros complies with the stringent Euro VI emissions standard two years earlier than required by law.

STUTT GART – The new BlueEFFICIENCY Power engine generation from Mercedes-Benz has been developed for the European market and will be offered in compliance with Euro VI from the outset. Daimler is thus providing appropriate vehicles a full two years before this standard becomes legally binding. Euro VI brings further significant reductions above all in nitrogen oxides and particulates in exhaust emissions. Fuel consumption in the optional Euro V variant is around six percent lower than for the predecessor model. In the case of the Euro VI version, the figure is around three percent lower, combined with a reduction in AdBlue consumption of around 40 percent.

Factors behind the engine’s outstanding economy include its exceptional robustness and longevity as well as maintenance intervals of up to 150,000 kilometers. Maintenance and repair costs have now been further reduced, so that the new Actros has



The new Mercedes-Benz Actros.

the lowest total operating costs in its competitive field in each pollutant category. In all models, the power is conveyed to the wheels by a third-generation Mercedes PowerShift fully-automated transmission featuring highly sensitive shift sensors for even faster and more precise response. Rear axles with longer ratios reduce engine speed and thus also fuel consumption. The sophisticated aerodynamics of the new Actros also makes a significant contribution to reducing fuel consumption even below the level of its already economical predecessor. ■

Position

Euro VI emissions standard already fulfilled

Hubertus Troska,
Head of Mercedes-Benz Trucks
(Europe/Latin America)

Mr. Troska, what challenges had to be met in the development of the new Actros?



Hubertus Troska.

The Euro VI emissions standard will become mandatory for trucks and buses in early 2014. The good thing about Euro VI is that it will reduce exhaust gas pollutants to barely

traceable levels. By its very nature, however, the required technology increases fuel consumption and vehicle weight. Put simply, it means you’re lowering emissions but raising consumption. We’re the first truck manufacturer to be able to deliver a long-distance haulage truck that complies with Euro VI right from its sales launch on July 1, but which nevertheless boasts lower fuel consumption. More specifically, in the Euro V variant, the new Actros consumes six to seven percent less fuel than the current Actros model, while the consumption of the Euro VI variant is three to four percent lower. So investing in a Euro VI truck at an early stage will pay off for our customers.

How was this contradiction resolved?

Through the extreme efficiency of the entire vehicle and with our newly developed BlueEFFICIENCY Power engine generation. The first member of this new engine family, the OM 471, offsets the additional cost for Euro VI with innovative technologies like the new X-PULSE injection system, an asymmetrical turbocharger, and the combination of SCR technology, exhaust gas recirculation, and a particulate filter. We’ve also improved reliability by extending powertrain mileage by 20 percent and significantly lengthening maintenance intervals. Both of these pay off directly in terms of TCO by lowering operating costs. Moreover, we can prove this enhanced reliability because the new Actros has been tested like no other truck before it. We clocked up 20 million test kilometers on the road at temperatures ranging from –40 to +40 degrees Celsius, put the truck in the wind tunnel for 2,600 hours, and let customers try it out. All of this underscores our brand claim of “Trucks you can trust.” ■

Environment

Climate award for Untertürkheim plant

ESSLINGEN – The City of Esslingen has bestowed its First Prize on the Mercedes-Benz Untertürkheim plant as part of its “Esslingen Climate Prize 2011” program. The energy optimization project of the Untertürkheim plant has met with great success over the past five years and has brought about sustainable reductions in energy consumption at the Esslingen and Stuttgart locations. Various individual measures introduced in Esslingen alone have combined to bring about annual savings of more than 36,000 tonnes of CO₂, equivalent to the consumption of around 7,000 households. This project concentrates on the development of a holistic energy management system. Since 2006, it has been pursuing a threefold approach focusing on a combination of various measures in the fields of technology, administration, and employee behavior. With a new building management system, for example, the energy consumption of all supply and ventilation systems and lighting equipment has been optimized and rendered more dynamic through the synchronization of operating times. ■

Ecology

Daimler signs pledge for GreenIT self-commitment

By signing this pledge, the Group intends to bring about further reductions in CO₂ emissions and increase efficiency in the use of resources.

STUTT GART – These objectives are being achieved for example through the sustainable, qualified, and energy-efficient use of natural resources for IT systems. Specific implementation is effected by drawing up measures for the various sections of the information and communication technologies (ICT) used. The CIO colloquium is an independent network that bears the motto “Learning from one another and from other sectors of industry.” In its IT operations, Daimler lives up to its responsibility in matters of sustainability and environment friendly use of resources. Daimler’s GreenIT project operations take account of environmental aspects in the procurement and application of the Group’s information and communication technologies. Success has already been achieved through close cooperation with other projects and departments. In the procurement of IT components, for example, the cost aspect is not treated in isolation, but is seen in conjunction with the principle of

Innovation

The new M-Class is much more fuel-efficient

State-of-the-art engines, a comprehensive range of BlueEFFICIENCY measures, intelligent lightweight design, and a Cd value of just 0.32 all contribute to excellent energy efficiency in the new M-Class.

STUTT GART – BlueTEC diesel engines and the new generation of BlueDIRECT gasoline engines provide the basis for the high economic efficiency of the new M-Class. Across the range, its fuel consumption is an average of 25 percent lower than for the previous model. This excellent fuel economy is underpinned by a comprehensive package of BlueEFFICIENCY measures in addition to the state-of-the-art engine technology. Along with the standard ECO start/stop function, these measures include the new seven-speed 7G-TRONIC PLUS automatic transmission with friction-optimized bearings, and a transmission oil thermal management system. Low-friction axle drives, electric steering, and tires with low rolling resistance also help reduce consumption. The demand-based control of all ancillary components and pumps also helps reduce the energy requirements of the new M-Class. The oil and water pumps in the engine, and the fuel pump in the rear section of the vehicle, are only activated according to actual need. The same control logic is used for the air condi-

tioning. Intelligent use of lightweight design techniques has enabled the engineers to put a stop to the increasing weight spiral. The control arms of the front and rear axles, for example, as also the hood and wings, are made from light but very strong aluminum alloys. With a Cd value of 0.32, the new M-Class also sets a new best figure for this vehicle class. Simulations undertaken with the digital prototype, along with final touches added in the wind tunnel, ensure a perfect flow of air around the vehicle. The key factor determining the low wind resistance is the aerodynamic basic body shell, including the optimized design of the front bumper with its integrated spoiler, of the A-pillars, and of the roof spoiler. ■

Environment

Environmental certification for the SLK

STUTT GART – The neutral auditors from TÜV Süd have acknowledged the high environmental compatibility of the new Mercedes-Benz SLK, which received environmental certification in accordance with the ISO 14062 standard, based on a life cycle assessment. Over its entire life cycle – from production and operation over more than 200,000 kilometers up to recovery – the new Mercedes-Benz SLK gives rise to 20 percent lower CO₂ emissions than its predecessor. Its overall energy balance is equally positive: Over its entire life cycle, primary energy savings amount to 18 percent compared with the predecessor; this corresponds to the energy content of 4,100 liters of gasoline. The SLK already meets the recycling rate of 95 percent by weight that will be mandatory as of January 1, 2015; future recycling requirements were already taken into account at the development stage. Closing material loops plays an important role here. The new Roadster makes use of a total of 68 components with a combined weight of 35.4 kg that are produced from high-quality recycled plastics. In terms of natural fibers, the new SLK above all makes use of leather, cotton, and wool as standard. For the tank vent filter too, the new SLK makes use of natural raw materials, and olive stones are used for the activated charcoal filter.

► http://www.daimler.com/env_certification ■

sustainability and environmental relevance of the components. Taking a holistic view of the entire life cycle of IT components, for example, is an integral part of this approach. From calls for tenders through to



disposal, the end devices are evaluated under the aspect of energy and resource-efficiency and environment-friendly use of materials. Continuous improvement is embedded in the Balance Scorecard (BSC) with two key performance indicators (KPI). Furthermore, the GreenIT project constitutes an integral part of the ITM Strategy-map 2015 and is thus recognized as a strategic objective to be pursued in conjunction with Daimler’s IT operations. Since the project was launched in 2009, Green IT has enabled Daimler to save more than 159 million kilowatt-hours of electricity, over 92,500 tonnes of CO₂, and costs amounting to more than €15.9 million. ■

Markets

Growth on the Russian market

STUTT GART – During the first four months of this year, Mercedes-Benz grew more strongly in Russia than in any other automotive market. Sales were at record levels in each month and rose a total of 77.2 percent to 7,764 passenger cars. In full-year 2010, Mercedes-Benz sold 19,724 units in Russia. This is a new all-time high and represents an increase of 63.7 percent. Over the past ten years, sales in Russia have risen ninefold. The Russian market is also highly attractive for Daimler Trucks. Since last year, the Mercedes-Benz Trucks Vostok joint venture between Daimler and the Russian truck manufacturer KAMAZ has been producing commercial vehicles at Naberezhnye Chelny. A joint venture was also established last year between the Daimler subsidiary Mitsubishi Fuso and KAMAZ for manufacture of the Fuso Canter in Russia. In December 2010, Daimler and the Russian commercial vehicle manufacturer GAZ signed a memorandum of understanding for production of the Mercedes-Benz Sprinter in Russia.

“We move it!”

125 employee projects for sustainability

With its “We move it!” initiative to celebrate 125 years of the automobile, Daimler is supporting voluntary commitment on the part of its employees and is promoting 125 projects with individual subsidies of up to €5,000.

STUTT GART – This initiative allowed the Group’s employees to become actively involved in social and ecological projects together with charitable organizations, associations, and state institutions.



The panel (l. to r.): Udo Gattenlöhner, Ansgar Klein, Ann-Katrin Knebel, Ursula Schwarzenbart, Eberhard Jüttner, Udo Hartmann, Helga Breuninger, and Stefan Schwaab.

Throughout February and March 2011, Daimler employees from all over Germany could submit ideas and suggestions for the “We move it!” initiative.

A total of 1,062 suggestions were received from 16 Daimler locations, and 125 projects from a short list of entries were selected for special acknowledgment by an expert panel of adjudicators in late May 2011.

Customers

Mercedes-Benz again the strongest brand

Mercedes-Benz has once again defended the top position in the ADAC AutomarX study, making it Germany’s strongest automotive brand.

STUTT GART – Mercedes-Benz has been the most successful brand since AutomarX was introduced in 2001, capturing first place a total of 13 times and beating its competitors in more than half of all the rankings. The ADAC AutomarX study assesses the automotive brands sold in Germany in a total of six categories: Brand Image, Market Strength, Customer Satis-

faction, Product Strength/Vehicle Quality, Environment, and Safety. Taking the number four slot, Mercedes-Benz moved up eleven places in the CO₂ ranking, far ahead of its competitors in the premium segment. The improvement was mainly due to the introduction of new, highly efficient engine variants in high-volume models such as the new-generation C-Class. ■

Markets

Daimler and Rolls-Royce secure majority holdings in Tognum

Daimler AG and Rolls-Royce Holding plc have secured 94.17 percent of shares in the engine producer Tognum AG.

STUTT GART/LONDON – The respective strengths, technologies, and market access competencies of Daimler, Rolls-Royce, and Tognum are to be combined to create a leading provider of complete systems in the industrial engine sector. Tognum AG is a premium supplier of engines, propulsion systems, and components for Marine, Energy, Defense, and other industrial appli-

cations. Daimler is contributing its expertise and experience in engine technology and its competence in global market access. Rolls-Royce is enhancing the profile of Tognum AG with its world-leading capability in integrated power systems and services, and with a well-established market presence in the Marine, Energy, and Defense sectors. ■

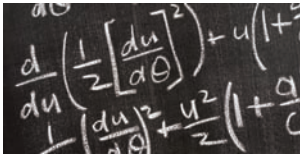
Customers

Driver safety training

STUTT GART – As confirmed by accident statistics, Mercedes drivers are involved in fewer accidents than drivers of cars made by other manufacturers. Driver safety training can make a decisive contribution in this regard. This is the result of the comprehensive safety philosophy at Mercedes-Benz, which in addition to many years of accident research and the application of safety innovations across all model series also includes a diverse range of driver safety training events. Participants become more aware of typical danger situations and practice appropriate responses. In demanding exercises, such as taking evasive action without braking from 80 km/h, emergency braking, or bringing a skidding vehicle back on course, participants simulate accident situations and learn strategies for emerging unscathed. As part of the RoadSense program, Year 8 pupils get behind the wheel of a car under professional supervision on handling circuits away from traffic. The main emphasis is on typical conflict situations that may be encountered as a passenger and learning how to deal with these responsibly.

Background

Flexible work time models secure employment



On board a vehicle, various assistance systems such as PRE-SAFE or Attention Assist ensure that accidents are prevented, the driver is relieved of burden, and both the vehicle's occupants and other road users reach their destinations safely. In the company too, diverse instruments operate in harmony. Models such as temporary work, short working hours, contract work, and secondment allow a company to respond flexibly to economic fluctuations and thus secure success.

On the part of the employees, instruments such as part-time work, partial retirement, mobile working, and sabbaticals offer the necessary flexibility to ideally reconcile professional and personal goals. This allows important know-how to be retained within the company throughout the various stages of an employee's life. Flexible working models are acquiring increasing importance. The challenges for today and tomorrow can be derived on the basis of the following three key points:

Ecologization and individualization have an influence on demand and product profiles and thus also on the necessary employee qualifications, which must be adapted to changing customer requirements (environmental compatibility). They also expedite a transition in corporate culture, since the needs and demands of employees are likewise changing (e.g. balancing work and private life).

Globalization and technologization are making markets increasingly complex, fast-moving, and difficult to assess. This also has an effect on production cycles, which

are now subject to increasing fluctuation and necessitate adjustment in manufacturing structures and processes. From the employee's perspective, they allow a more flexible working structure that is adapted to the needs of the individual and provide the opportunity to live and work in different cultural environments. Worldwide communication networks make for mobile employment.

In the course of **demographic change** not only German society as a whole, but also the workforce is aging. In 2020 the average age of Daimler employees at the German locations will be 47 years. This necessitates working conditions that take into account the different capabilities of employees, for example in ergonomic workplace design.

In summary, Daimler offers a variety of flexible working options that cater to different requirements:

For **employees**, who can better reconcile their individual private situations with their working life.

For **the company**, because collective arrangements allow a more flexible response to fluctuations in production volumes, for example. The many individual working models available ultimately help make Daimler a more attractive employer.

Interview

Wilfried Porth,
Daimler Board Member and
Director of Labor Relations.



Wilfried Porth.

Mr. Porth, how can employment be sustainably secured?

We must continue to develop our instruments that allow us to identify market fluctuations in good time and to react accordingly. I like to compare these tools with the assistance systems in our vehicles. We need a pre-safe mode in personnel work – early warning systems for emerging changes in capacity utilization that allow us to respond quickly with predetermined and thus rapidly effective measures. This will generate sustainable effects.

What is the status quo?

We have many different types of flexible working arrangements at our company. Some of these are determined by the company itself, and some by the individual needs of the employees. One cannot exist without the other. The bottom line is very clear: We need more flexibility throughout our employees' professional lives. This is a major trend of our era. ■

A selection of flexible working models at a glance

Reduced working hours

Part-time models with which working schedules can be flexibly organized on a daily, weekly, or monthly basis.

Temporary increase in working hours

Contractual working hours can be temporarily increased to alleviate foreseeable capacity bottlenecks.

Secondment

This is a tool that allows fluctuations in workload between individual locations to be balanced out within the regular workforce.

Temporary work

With temporary work, the company can accommodate short- and medium-term fluctuations in personnel requirements, thereby securing the regular workforce.

Studies on employment

Preparing for possible change in good time – this is the main objective of two studies with external partners in which Daimler is participating: ELAB (Electromobility and Employment) sets out to determine the impact of new vehicle drive concepts on employment, job content, and qualification. The second study deals with Daimler's responses to the increasingly dynamic employment environment. An extreme example was the profound crisis of 2009 and its consequences: The aims are to develop an early warning system and to define rules for quickly and effectively responding to critical situations. It became evident during the course of the crisis that employment can only be sustainably secured by means of flexibility and rapid decision-making processes. This research project too is currently under development. The two studies will help Daimler act in a more far-sighted manner and secure employment.

Society

Second Daimler Sustainability Dialogue in China

The second Daimler Sustainability Dialogue in China, which was held in Beijing, saw representatives from Daimler and local stakeholders discuss major sustainability issues in the areas of environment, human resources, and society. The event underscores Daimler's commitment to sustainable economic development and to the establishment and maintenance of ethical standards worldwide.

CHINA/BEIJING – Following the successful launch of this event at the UN Pavilion of the Shanghai EXPO in 2010, the company recently staged a second Daimler Sustainability Dialogue in China. More than



fifty delegates from international organizations, scientific institutes, government bodies, and business partners joined Daimler on May 28 to discuss a range of sustainability issues of significance to the company. As in 2010, the United Nations Global Compact – whose aims Daimler, as a member of the LEAD Group, supports worldwide – was closely involved in the event.

“Sustainability has top priority at Daimler,” emphasized Ulrich Walker, Chairman and CEO of Daimler Northeast Asia. “We want to move closer to China economically and also learn from one another regarding sustainability. The sustainability dialogue here in Beijing is an important milestone on this route.” Martin Jäger, Head of Global External Affairs and Public Policy at Daimler, elaborated: “For us, sustainability means we are voluntarily making ecological and social concerns an integral and system-

atic part of our business operations and our dealings with stakeholders.”

Three working groups (Environment, Human Resources, and Society) examined the challenges in the areas of sustainable mobility, recruitment of talented young employees, and corporate ethics. Conducted in a constructive and very open atmosphere, the talks looked at questions of urban mobility, ways of attracting new recruits, and the similarities and differences between cultural value systems and their impact on the establishment of ethical standards within the company. All three working groups reached agreements on how to proceed with the dialogue in the future.

Participants expressly welcomed the dialogue format and its focus on concrete issues. Indeed, Chinese representatives regard Daimler as playing a leading role in the areas of sustainability and corporate integrity. On this basis, there will be a repeat event in China in 2012. In the meantime, a similar regional event will also be held for the first time in Washington this coming October, followed soon after by the principal Daimler Sustainability Dialogue in Stuttgart this November.

Markets

Commitment in China intensified

BERLIN – Daimler AG and the Beijing Automotive Industry Corporation (BAIC) have signed a strategic framework agreement to further extend their cooperation in China. About 2 billion euros will be invested in the Joint Venture Beijing Benz Automotive Co, Ltd. (BBAC). Local car production for the Chinese market will be expanded to include the GLK compact SUV as of 2011 and three models from the new generation of Mercedes-Benz premium compact cars. The first of these models will be produced as of 2013; the two others will follow step by step. Production capacities for the C-Class and the E-Class long-wheelbase version will be further extended in line with market demand.

Interview

Three questions for Ulrich Walker



Ulrich Walker,
Chairman and CEO, Daimler Northeast Asia.

Mr. Walker, what significance is attached to sustainable economic development in China?

A great deal. China is very much in favor of companies entering into a sustainable and long-term commitment both on economic and social levels. Daimler's engagement in China is more diversified than that of any other automaker and is also closely entwined with Chinese business partners via a range of cooperation agreements. A good example of our commitment to social issues is the Mercedes-Benz Star Fund, which we launched in 2010 in order to support a wide variety of projects, including educational initiatives and the provision of emergency aid after earthquakes. Another example is the Daimler Sustainability Dialogue, which was held for the second time in China this year.

What's so special about the Daimler Sustainability Dialogue in China?

We talk directly to local stakeholders and ask them for feedback on matters of sustainability at Daimler. As a foreign company in China, we've really broken new ground with this approach, and the reaction from participants has been extremely positive.

Do you intend to hold future sustainability dialogues in China?

We most certainly do. We want to make this event into a regular consultation platform for exchange of ideas and opinions. The important thing is to learn from one another. For example, we were able to share our experience in the areas of corporate governance and the training of skilled employees. We were specifically requested to continue to strengthen our leading role. In return, we picked up valuable insights so that we can better understand how the Chinese view us. The Daimler Sustainability Dialogue is precisely the kind of platform we need in order to carry on improving our performance in the field of sustainability in consultation with our stakeholders.

Contact/Masthead

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