

**THE THIRD SUPPLEMENT DATED 19 FEBRUARY 2016 TO THE 18 MAY
2015 BASE PROSPECTUS**

RENAULT

(incorporated as a société anonyme in France)

€7,000,000,000

Euro Medium Term Note Programme

This prospectus supplement (the “**Third Supplement**”) is supplemental and must be read in conjunction with the Base Prospectus dated 18 May 2015 (the “**Base Prospectus**”) granted visa No. 15-204 on 18 May 2015 by the Autorité des marchés financiers (the “**AMF**”), the first supplement to the Base Prospectus dated 29 July 2014 granted visa No. 15-428 on 30 July 2015 and the second supplement to the Base Prospectus dated 4 November 2015 granted visa No. 15-559 on 4 November 2015, each prepared by Renault (“**Renault**” or the “**Issuer**”) with respect to its €7,000,000,000 Euro Medium Term Note Programme (the “**Programme**”).

Terms defined in the Base Prospectus have the same meaning when used in this Third Supplement.

Application has been made for approval of this Third Supplement to the AMF in its capacity as competent authority pursuant to Article 212-2 of its *Règlement Général* which implements Directive 2003/71/EC (as amended) on the prospectus to be published when securities are offered to the public or admitted to trading in France (the “**Prospectus Directive**”).

This Third Supplement has been prepared pursuant to Article 16.1 of the Prospectus Directive and Article 212-25 of the *Règlement Général* of the AMF for the purposes of integrating certain sections included in the English free translation of the Consolidated Financial Statements for the year 2015 and the free translation of the Auditors Report on 2015 Consolidated Financial Statements and in the press releases dated 2 December 2015, 11 December 2015, 17 December 2015, 14 January 2016, 19 January 2016, 28 January 2016, 11 February 2016, 12 February 2016, and 17 February 2016 and the information dated 18 February 2016 respectively.

Copies of this Third Supplement will be available for viewing on the website of the AMF (www.amf-france.org), on the Issuer's website (www.group.renault.com) and may be obtained, free of charge, during normal business hours from Renault, 13/15 Quai le Gallo 92100 Boulogne-Billancourt, France and at the specified offices of each of the Paying Agents.

Save as disclosed in this Third Supplement, there has been no other significant new factor, material mistake or inaccuracy relating to information included in the Base Prospectus which is capable of affecting the assessment of Notes issued under the Programme since the publication of the Base Prospectus.

In relation to any offer of Notes to the public, and provided that the conditions of article 16 (2) of the Prospectus Directive are fulfilled, investors who have already agreed to purchase or subscribe for Notes to be issued under the Programme before this Third Supplement is published, have the right according to article 16 (2) of the Prospectus Directive, to withdraw their acceptances within a time limit of two (2) working days after the publication of this Third Supplement, i.e. until 23 February 2016.

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1/ SUMMARY

The section entitled "Description of any known trends affecting the Issuer and the activities in which it operates" in part B.4b of the summary on pages 9 and 10 of the Base Prospectus is hereby deleted and replaced in its entirety with the following:

B.4 b	Description of any known trends affecting the Issuer and the activities in which it operates	<p>OUTLOOK 2016</p> <p>In 2016, the global market is expected to record growth of 1% to 2% compared with 2015. The European market is expected to increase by 2%, with a 2% increase also for France.</p> <p>At the International level, the Brazilian and Russian markets are expected to decline further, by 6% and 12% respectively. On the contrary, China (+4% to +5%) and India (+8%) should pursue their momentum.</p> <p>Within this context, the Renault group (at constant scope of consolidation) is aiming to:</p> <ul style="list-style-type: none"> - increase group revenues (at constant exchange rates), - improve group operating margin, - generate a positive Automotive operational free cash flow.
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The section entitled "Selected historical key financial information" in part B.12 of the summary on pages 10 and 11 of the Base Prospectus is hereby deleted and replaced in its entirety with the following:

B.12	Selected historical key financial information	<p>The spreadsheets below give the key figures for the 2014 and 2015 financial years.</p> <p>KEY FIGURES</p> <table border="1"> <thead> <tr> <th></th> <th></th> <th>2015</th> <th>2014</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Worldwide Group registrations</td> <td>million vehicles</td> <td>2.80</td> <td>2.71</td> <td>+3.3%</td> </tr> <tr> <td>Group revenues</td> <td>€ million</td> <td>45,327</td> <td>41,055</td> <td>+10.4%</td> </tr> <tr> <td>Group operating profit</td> <td>€ million</td> <td>2,320</td> <td>1,609</td> <td>+711</td> </tr> <tr> <td></td> <td>% revenues</td> <td>5.1%</td> <td>3.9%</td> <td>+1.2 pts</td> </tr> <tr> <td>Group Operating income</td> <td>€ million</td> <td>2,121</td> <td>1,105</td> <td>+1,016</td> </tr> <tr> <td>Contribution from associated companies</td> <td>€ million</td> <td>1,371</td> <td>1,362</td> <td>+9</td> </tr> <tr> <td> <i>o/w Nissan</i></td> <td></td> <td>1,976</td> <td>1,559</td> <td>+417</td> </tr> <tr> <td> <i>o/w AVTOVAZ</i></td> <td></td> <td>-620</td> <td>-182</td> <td>-438</td> </tr> <tr> <td>Net income</td> <td>€ million</td> <td>2,960</td> <td>1,998</td> <td>+962</td> </tr> <tr> <td>Net income, Group share</td> <td>€ million</td> <td>2,823</td> <td>1,890</td> <td>+933</td> </tr> <tr> <td>Earnings per share</td> <td>€</td> <td>10.35</td> <td>6.92</td> <td>3.43</td> </tr> <tr> <td>Automotive operational free cash flow ⁽¹⁾</td> <td>€ million</td> <td>1,033</td> <td>1,083</td> <td>-50</td> </tr> <tr> <td>Automotive net cash position</td> <td>€ million</td> <td>2,661</td> <td>2,104</td> <td>+557</td> </tr> <tr> <td>Sales Financing, average loans outstanding</td> <td>€ billion</td> <td>28.2</td> <td>25.4</td> <td>+11.0%</td> </tr> </tbody> </table> <p><small>(1) Automotive operational free cash flow: cash flows (excluding dividends received from publicly listed companies) minus tangible and intangible investments net of disposals +/- change in the working capital requirement.</small></p> <p>There has been no material adverse change in the prospects of the Issuer since 31 December 2015.</p> <p>There has been no significant change in the financial or trading position of Renault since 31 December 2015.</p>			2015	2014	Change	Worldwide Group registrations	million vehicles	2.80	2.71	+3.3%	Group revenues	€ million	45,327	41,055	+10.4%	Group operating profit	€ million	2,320	1,609	+711		% revenues	5.1%	3.9%	+1.2 pts	Group Operating income	€ million	2,121	1,105	+1,016	Contribution from associated companies	€ million	1,371	1,362	+9	<i>o/w Nissan</i>		1,976	1,559	+417	<i>o/w AVTOVAZ</i>		-620	-182	-438	Net income	€ million	2,960	1,998	+962	Net income, Group share	€ million	2,823	1,890	+933	Earnings per share	€	10.35	6.92	3.43	Automotive operational free cash flow ⁽¹⁾	€ million	1,033	1,083	-50	Automotive net cash position	€ million	2,661	2,104	+557	Sales Financing, average loans outstanding	€ billion	28.2	25.4	+11.0%
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The section entitled "Recent material events relating to the Issuer's solvency" in part B.13 of the summary on page 11 and 12 of the Base Prospectus is hereby deleted and replaced in its entirety with the following:

<p>B.13</p>	<p>Recent material events relating to the Issuer's solvency</p>	<ol style="list-style-type: none"> 1. Announcement on 12 February 2015 that Renault will hire 1,000 people in France in 2015. 2. Publication on 23 April 2015 of the Renault's Group quarterly information 31 March 2015. 3. Publication on 13 May 2015 of Nissan's Contribution to Renault's first quarter 2015 earnings. 4. Approval by the General Meeting of Renault Shareholders dated 30 April 2015 of the proposal of a dividend of Euro 1.90 per share. 5. Information on the Law of 29th March 2014 on double voting rights 6. Information on the French State's participation in Renault share capital 7. Publication on 30 July 2015 of the Renault's Group financial results for H1 2015. 8. Publication on 29 October 2015 of the Renault's Quarterly information, September 30, 2015. 9. Publication on November 02nd 2015 of Nissan's Contribution for third quarter 2015 to Renault's earnings. 10. Announcement on 2 December 2015 of Senior Management appointments. 11. Announcement on 11 December 2015 that Renault Board approves alliance stability covenant between Renault and Nissan. 12. Announcement on 17 December 2015 that Renault accelerates its investments toward environmental protection. 13. Publication on 14 January 2016 of a Groupe Renault press release. 14. Publication on 19 January 2016 of a denial. 15. Announcement on 28 January 2016 that Renault reaffirms its ambitions in Iran. 16. Announcement on 11 February 2016 of Top Management appointments.
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		<p>17. Publication on 12 February 2016 of the Groupe Renault 2015 Financial Results.</p> <p>18. Announcement on 17 February 2016 that Renault will hire 1,000 permanent employees and 1,000 apprentices in France in 2016.</p> <p>19. On 18th February 2016, Moody's upgrades Renault's ratings to Baa3; stable outlook</p>
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The section entitled "Credit ratings assigned to the Issuer or its debt securities" in part B.17 of the summary on page 13 and 14 of the Base Prospectus is hereby deleted and replaced in its entirety with the following:

B.17	Credit ratings assigned to the Issuer or its debt securities	<p><i>Programme Summary:</i></p> <p>The long term debt of the Issuer is rated BBB- by Standard & Poor's Rating Services (S&P) and Baa3 by Moody's Investors Services, Inc (Moody's).</p> <p>The Programme is rated BBB- by S&P and Baa3 by Moody's. Notes issued under the Programme may be rated or unrated. Where an issue of Notes is rated, its rating will not necessarily be the same as the rating assigned under the Programme.</p> <p>Each of S&P and Moody's is established in the European Union and is registered under Regulation (EC) No 1060/2009 (as amended) (the CRA Regulation). As such, each of S&P and Moody's is included in the list of registered credit rating agencies published by the European Securities and Markets Authority on its website (at http://esma.europa.eu/page/List-registered-and-certified-CRAs) in accordance with the CRA Regulation.</p> <p>A security rating is not a recommendation to buy, sell or hold securities and may be subject to suspension, reduction or withdrawal at any time by the assigning rating agency.</p> <p>The relevant Final Terms will specify whether or not such credit ratings are issued by a credit rating agency established in the European Union and registered under the CRA Regulation.</p> <p><i>Issue specific summary:</i> [The Notes to be issued [are not]/[have not]/[are expected to be] rated]: [Name of rating agency/ies]: [][]</p>
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2/ RÉSUMÉ EN FRANÇAIS

The section entitled "Description de toutes les tendances connues touchant l'Emetteur ainsi que les marchés sur lesquels il intervient" in part B.4b of the résumé on pages 32 and 33 of the Base Prospectus is hereby deleted and replaced in its entirety with the following:

B.4b	Description de toutes les tendances connues touchant l'Emetteur ainsi que les marchés sur lesquels il intervient	<p>PERSPECTIVES 2016</p> <p>En 2016, le marché mondial devrait connaître une croissance de 1 % à 2 % par rapport à 2015. Le marché européen est attendu en hausse de 2 % sur la période. Le marché français devrait également progresser de 2 %.</p> <p>A l'international, les marchés brésilien et russe devraient être à nouveau en recul, respectivement de 6 % et 12 %. A l'inverse, la Chine (+4 % à +5 %) et l'Inde (+8 %) devraient poursuivre sur leur dynamique de croissance.</p> <p>Dans ce contexte, le groupe Renault (à périmètre constant) vise à :</p> <ul style="list-style-type: none"> - accroître le chiffre d'affaires du Groupe (à taux de change constants), - améliorer la marge opérationnelle du Groupe, - générer un free cashflow opérationnel de l'Automobile positif.
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The section entitled "Informations financières sélectionnées historiques clés" in part B.12 of the summary on pages 34 and 35 of the Base Prospectus is hereby deleted and replaced in its entirety with the following:

B.12	Informations financières sélectionnées historiques clés	<p>Le tableau ci-dessous fait état des principaux chiffres consolidés pour les exercices 2014 et 2015 :</p> <p>PRINCIPAUX CHIFFRES</p> <table border="1"> <thead> <tr> <th></th> <th></th> <th>2015</th> <th>2014</th> <th>Variation</th> </tr> </thead> <tbody> <tr> <td>Immatriculations mondiales Groupe</td> <td>millions de véhicules</td> <td>2,80</td> <td>2,71</td> <td>+3,3 %</td> </tr> <tr> <td>Chiffre d'affaires Groupe</td> <td>millions d'euros</td> <td>45 327</td> <td>41 055</td> <td>+10,4 %</td> </tr> <tr> <td>Marge opérationnelle Groupe</td> <td>millions d'euros</td> <td>2 320</td> <td>1 609</td> <td>+711</td> </tr> <tr> <td></td> <td>% CA</td> <td>5,1 %</td> <td>3,9 %</td> <td>+1,2 pt</td> </tr> <tr> <td>Résultat d'exploitation</td> <td>millions d'euros</td> <td>2 121</td> <td>1 105</td> <td>+1 016</td> </tr> <tr> <td>Contribution des entreprises associées</td> <td>millions d'euros</td> <td>1 371</td> <td>1 362</td> <td>+9</td> </tr> <tr> <td><i>dont Nissan</i></td> <td></td> <td><i>1 976</i></td> <td><i>1 559</i></td> <td><i>+417</i></td> </tr> <tr> <td><i>dont AVTOVAZ</i></td> <td></td> <td><i>-620</i></td> <td><i>-182</i></td> <td><i>-438</i></td> </tr> <tr> <td>Résultat net</td> <td>millions d'euros</td> <td>2 960</td> <td>1 998</td> <td>+962</td> </tr> <tr> <td>Résultat net, part du Groupe</td> <td>millions d'euros</td> <td>2 823</td> <td>1 890</td> <td>+933</td> </tr> <tr> <td>Résultat net par action</td> <td>euros</td> <td>10,35</td> <td>6,92</td> <td>+3,43</td> </tr> <tr> <td>Free cash flow opérationnel⁽¹⁾</td> <td>millions d'euros</td> <td>1 033</td> <td>1 083</td> <td>-50</td> </tr> <tr> <td>Position nette de liquidité de l'Automobile</td> <td>millions d'euros</td> <td>2 661</td> <td>2 104</td> <td>+557</td> </tr> <tr> <td>Encours productif moyen du Financement des ventes</td> <td>milliards d'euros</td> <td>28,2</td> <td>25,4</td> <td>+11,0 %</td> </tr> </tbody> </table> <p><small>(1) Free cash flow opérationnel : capacité d'auto-financement (hors dividendes reçus des sociétés cotées) diminuée des investissements corporels et incorporels nets des cessions +/- variation du besoin en fonds de roulement.</small></p> <p>Il ne s'est produit aucun changement défavorable significatif dans les perspectives de l'Emetteur depuis le 31 décembre 2015.</p>			2015	2014	Variation	Immatriculations mondiales Groupe	millions de véhicules	2,80	2,71	+3,3 %	Chiffre d'affaires Groupe	millions d'euros	45 327	41 055	+10,4 %	Marge opérationnelle Groupe	millions d'euros	2 320	1 609	+711		% CA	5,1 %	3,9 %	+1,2 pt	Résultat d'exploitation	millions d'euros	2 121	1 105	+1 016	Contribution des entreprises associées	millions d'euros	1 371	1 362	+9	<i>dont Nissan</i>		<i>1 976</i>	<i>1 559</i>	<i>+417</i>	<i>dont AVTOVAZ</i>		<i>-620</i>	<i>-182</i>	<i>-438</i>	Résultat net	millions d'euros	2 960	1 998	+962	Résultat net, part du Groupe	millions d'euros	2 823	1 890	+933	Résultat net par action	euros	10,35	6,92	+3,43	Free cash flow opérationnel ⁽¹⁾	millions d'euros	1 033	1 083	-50	Position nette de liquidité de l'Automobile	millions d'euros	2 661	2 104	+557	Encours productif moyen du Financement des ventes	milliards d'euros	28,2	25,4	+11,0 %
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		Il n'y a pas eu de changement significatif dans la situation financière ou commerciale de Renault depuis le 31 décembre 2015.
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The section entitled "Evénement récent relatif à l'Emetteur présentant un intérêt significatif pour l'évaluation de sa solvabilité" in part B.13 of the résumé on page 35 of the Base Prospectus is hereby deleted and replaced in its entirety with the following:

B.13	Evénement récent relatif à l'Emetteur présentant un intérêt significatif pour l'évaluation de sa solvabilité	<ol style="list-style-type: none"> 1. Annonce le 12 février 2015 du recrutement par Renault de 1000 personnes en France sur l'année 2015. 2. Publication le 23 avril 2015 de l'information trimestrielle au 31 mars 2015 du Groupe Renault. 3. Publication le 13 mai 2015 de la contribution de Nissan aux résultats de Renault au titre du 1er trimestre 2015. 4. Approbation par l'Assemblée Générale des Actionnaires de Renault du 30 avril 2015 d'un dividende proposé à 1,90 euros. 5. Information sur la loi du 29 mars 2014 relative aux droits de vote doubles 6. Information sur la participation de l'Etat français dans le capital de Renault 7. Publication le 30 Juillet 2015 des résultats financiers du Groupe Renault pour le premier semestre 2015. 8. Publication le 29 octobre 2015 de l'information trimestrielle au 30 septembre 2015 9. Publication le 02 novembre 2015 de la contribution de Nissan aux résultats de Renault au titre du 3e trimestre 2015. 10. Annonce le 2 décembre 2015 de nominations au sein de la Direction de Renault 11. Annonce le 11 décembre 2015 que le Conseil d'Administration de Renault a approuvé à l'unanimité un accord de stabilisation de l'Alliance entre Renault et Nissan. 12. Annonce le 17 décembre 2015 que Renault accélère ses investissements pour la contribution à l'environnement 13. Publication d'un communiqué de presse Groupe Renault le 14 janvier 2016 14. Publication d'un démenti le 19 janvier 2016
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		<p>15. Annonce le 28 janvier 2016 par laquelle Renault réaffirme ses ambitions en Iran</p> <p>16. Annonce le 11 février 2016 de nominations au sein de la Direction de Renault</p> <p>17. Publication le 12 février 2016 des Résultats Financiers du groupe Renault pour l'année 2015.</p> <p>18. Annonce le 17 février 2016 du recrutement par Renault de 1000 CDI et 1000 apprentis en France en 2016.</p> <p>19. Le 18 février 2016, Moody's a relevé la note de crédit de Renault à Baa3, perspective stable.</p>
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The section entitled "Notation assignée à l'Emetteur ou à ses titres d'emprunt" in part B.17 of the résumé on page 37 of the Base Prospectus is hereby deleted and replaced in its entirety with the following:

B.17	Notation assignée à l'Emetteur ou à ses titres d'emprunt	<p>Résumé du Programme :</p> <p>La dette à long terme de l'Emetteur a été notée BBB- par Standard & Poor's Rating Services (S&P) et Baa3 par Moody's Investors Services, Inc (Moody's).</p> <p>Le Programme est noté BBB- par S&P et Baa3 par Moody's. Les Titres émis sous le Programme peuvent faire l'objet d'une notation ou non. Si une émission de Titres est notée, sa notation ne sera pas nécessairement la même que celle du Programme. S&P et Moody's sont établies dans l'Union Européenne et sont enregistrées au titre du Règlement (CE) N° 1060/2009 (le Règlement CRA). En conséquence, S&P et Moody's sont incluses sur la liste des agences de notation de crédit publiées par l'Autorité Européenne des Marchés Financiers website (http://esma.europa.eu/page/List-registered-and-certified-CRAs) conformément au Règlement CRA.</p> <p>Une notation ne constitue pas une recommandation d'acquérir, de vendre ou de détenir des titres et peut être sujette à suspension, changement ou retrait de la part de l'agence de notation désignée.</p> <p>Les Conditions Définitives concernées préciseront si les notations de crédit concernées sont émises ou non par une agence de notation de crédit établie dans l'Union Européenne et enregistrée conformément au Règlement ANC.</p> <p>Résumé spécifique à chaque Emission : [Les titres à émettre [ne sont pas]/[ont été]/[seront] notés].</p> <p>[Nom[s] de[s/l']agence[s] de notation] : [□][□]</p>
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3/ DOCUMENTS INCORPORATED BY REFERENCE

The section Documents Incorporated by Reference appearing on on pages 70 to 76 of the Base Prospectus is hereby amended with the addition after paragraph (c) on page 70 of the following paragraphs:

- (d) the English free translation of the Consolidated Financial Statements for the year 2015, which has been previously published and has been filed with the AMF (the "**Consolidated Financial Statements 2015**");
- (e) the free translation of the Auditors Report on 2015 Consolidated Financial Statements, which has been previously published and has been filed with the AMF (the "**Auditors Report on Consolidated Financial Statements 2015**");
- (f) the free translation of the 2015 Earning Report, which has been previously published and has been filed with the AMF (the "**2015 Earnings Report**").

As a result, the item 3 of the cross-reference table appearing on page 71 of the Base Prospectus, the item 6 of the cross-reference table appearing on page 72 of the Base Prospectus, and the item 13 of the cross-reference table appearing on page 73 of the Base Prospectus are completed as set out below with the relevant page and section references for the information of 2015 Consolidated Financial Statements, the Auditors Report on Consolidated Financial Statements 2015 and the 2015 Earnings Report incorporated herein by reference:

Annex IV and Annex IX of the European Regulation 809/2004/EC of 29 April 2004	Consolidated Financial Statements 2015	Auditors Report on Consolidated Financial Statements 2015	2015 Earnings Report
SELECTED FINANCIAL INFORMATION			pages 1 to 31
BUSINESS OVERVIEW			pages 1 to 31
FINANCIAL INFORMATION CONCERNING THE ISSUER'S ASSETS AND LIABILITIES, FINANCIAL POSITION AND PROFITS AND LOSSES			
Condensed Consolidated Financial Statements			
(a) balance sheet;	pages 5 & 6		
(b) income statement;	pages 3 & 4		
(c) Cash flow statement; and	pages 8 & 9		
(d) Accounting policies and explanatory notes	pages 10 to 75		
(e) Changes in Shareholders's equity	page 7		
Auditing of historical annual financial information			
Historical Financial Information has been audited			pages 1 to 4

4/ RECENT EVENTS

The section “recent events” appearing on page 111 to 114 of the Base Prospectus is supplemented by the following press releases which are also available for viewing on the Issuer's website (www.group.renault.com):

1. Announcement on 2 December 2015 of Senior Management appointments.

To boost growth and profitability, the roles of Chief Performance Officer and EVP of Sales and Marketing will be split, effective Jan. 1, 2016.

Jérôme Stoll will remain Chief Performance Officer with the mission to lead the regions in order to deliver expected results in volume and profit.

Thierry Koskas is appointed EVP of Sales and Marketing. In this role, he will establish guidelines for products, services and marketing expenses, challenge the regions and provide them with the tools to develop sales and after-sales services. He will report to Carlos Ghosn, President and CEO of Renault, and becomes a member of Renault Executive Committee.

Luis Fernando Pelaez Gamboa is appointed Vice President, Renault Group in Argentina and CEO of RASA, to replace Thierry Koskas. His appointment is also effective Jan. 1, and he will report to Olivier Murguet, Chairman of the America region.

Born in 1964, Thierry Koskas graduated from Ecole Polytechnique and Ecole des Mines de Paris. After seven years as a civil servant, working in Ministry of Industry and as advisor to the Minister of Agriculture, he joined Renault in 1997 as Manager of the New Distribution project. In 1998, he was named General Manager of Renault London City Branch, and in 2000 as Managing Director of Renault Hungary. In 2002, he returned to Renault headquarters as Vice President of Sales Forecasting and Programming. In 2006, he was appointed as Vice President of Sales and Marketing, Asia and Africa Region; and in 2009, he was named Program Director, Electric Vehicles, where he led the development of Renault's zero emission line. Thierry Koskas has been in charge of operations of Renault in Argentina since late 2012.

Born in 1959, Luis Fernando Pelaez Gamboa is a Mechanical Engineer who graduated from Pontificia Bolivariana University. He also holds an MBA from EAFIT University. He has been working with Renault Group since 1984, where he has held several national positions in Renault-Sofasa in Colombia and internationally in Brazil, where he was Programs Director and Industrial Director for the Americas Region. He has been General Director for the Renault Group in Colombia since 2010.

2. Announcement on 11 December 2015 that Renault Board approves alliance stability covenant between Renault and Nissan.

As early as 16th April 2015, the Renault Board of Directors unanimously reiterated that the sustainability, success and resilience of the Alliance since its very inception in 1999 were based on a balance of shares held by Renault and Nissan.

Since then, talks between the two long-term shareholders of Renault, Nissan and the French government, have resulted in a sound agreement that will ensure the Alliance's stability and promote its future growth.

Renault's Board of Directors has approved today a Stability Covenant based on three points:

1. The principle of the French government's double voting rights within Renault to be maintained as of 1st April 2016, and a contract between the French government and Renault caps the French government's voting rights at 17.9%, up to 20% in case of an unusually high quorum at the shareholders general meeting;
2. No enfranchisement of Nissan shares in Renault;
3. A contract between Renault and Nissan providing for non-interference in Nissan's governance by Renault.

The French government's voting rights are to be capped on all decisions to be voted by the Ordinary Annual General Meeting except those on dividends, the appointment and dismissal of French government representatives on the Board, disposal of more than 50% of Renault's assets and interested party transactions not approved by French government representatives on the Renault Board.

The cap shall not apply in exceptional circumstances such as changes to or the termination of RAMA (Restated Alliance Master Agreement), the enfranchisement of Nissan shares in Renault, a takeover bid of Renault and the passing by any shareholder, including Nissan, of the 15% threshold either in shareholding or in voting rights.

Renault's non-interference in Nissan's governance shall include Nissan shareholders' decisions on the appointment, dismissal and compensation of Nissan Board members and motions from a shareholder not approved by Nissan's Board.

Renault's Board of Directors has welcomed this agreement as an essential confidence-building step that will enable the Alliance teams to strive for a top-3 ranking among global automotive manufacturers in the years to come.

At the conclusion of a fruitful debate, the Board of Directors of Renault unanimously renewed its confidence in the Chairman and CEO, Carlos Ghosn.

3. Announcement on 17 December 2015 that Renault accelerates its investments toward environmental protection.

Groupe Renault reaffirms its investments in industrial solutions to help reduce emissions.

Groupe Renault, which is the first European car manufacturer to have invested heavily in the 100% electric car, has reduced the carbon footprint of all its vehicles by 10% in the last 3 years.

Within the dynamics of the COP 21 climate change conference, and following the recent shocking events in the automotive industry, Renault has decided to move technologies forward at a faster pace to further protect the environment.

In this respect, Groupe Renault considers that the independent commission set up by the authorities is a welcome news for French automakers, and will improve the level of transparency that customers deserve:

1. Renault vehicles are not equipped with fraudulent software or systems designed to bypass the emission control system.
2. Renault vehicles have been approved in accordance with the regulations.
3. For Renault, significant potential for improvement remains regarding the release of nitrogen oxides (NOx) in the current conditions of use.

In July 2015, Renault Engineering launched a research programme to develop solutions to further reduce nitrogen oxide emissions.

Based on an accelerated engineering and deployment schedule, Renault is committed to an ongoing process to improve the performance of EGR pollution control systems. The objective of this program, with an additional budget of €50 million, is to significantly reduce the gap between actual emissions and standards-based emissions.

Starting in July 2016, the improved EGR will be progressively deployed on new vehicles rolling off the production line.

At the same time, Renault continues to pursue its ambitious programme to invest €1.2 billion in R&D over five years, together with its Alliance partner Nissan, to develop the new generation of increasingly clean and efficient engines to comply with the future Euro6d regulation. The decision has been made to pull this programme forward.

4. Publication on 14 January 2016 of a Groupe Renault press release.

Following public disclosure by the EPA – US Environmental Protection Agency – of the existence of a Defeat Device software used by a leading car manufacturer, an independent technical commission was created by the French Government.

The purpose of this independent technical commission is to verify that French car manufacturers have not installed equivalent devices in their vehicles.

In this regard, the UTAC (French Homologation Authority mandated by the Ministry) is currently testing 100 vehicles in circulation, including 25 Renault vehicles reflecting Renault's market share in France. At the end of December 2015, 11 vehicles had already been tested, including 4 Renault vehicles enabling the French public authorities to initiate productive discussions with Renault's engineering team.

The French Agency for Energy and Climate (DGEC), which is, on behalf of the Ministry for Ecology, Sustainable Development and Energy, the main contact for the independent technical commission, already considers that the on-going procedure would not reveal the presence of a defeat device on Renault's vehicles.

This is good news for Renault.

The on-going tests open the way for improvement solutions for future and current Renault vehicles. presented in its Renault Emissions Plan which is aimed at improving the energy performance of our vehicles.

At the same time, the DGCCRF decided to carry out additional on-site and material investigations, in order to definitively confirm the first findings resulting from the analysis of the independent technical commission.

The DGCCRF went to the Headquarters, the Renault Technical Centre in Lardy and the Technocentre in Guyancourt.

Renault's teams are fully cooperating with the independent technical commission and the additional investigations decided by the Ministry of Economy.

Following the success of the COP21, Renault intends to accelerate its investment towards industrial solutions aiming at protecting the planet.

The Renault Group is already in the top 3 (1st in 2013, 2nd in 2014) in the improvement programs of the carbon footprint. Over the last 3 years, the Renault Group has reduced by 10% the carbon footprint of its vehicles.

5. Publication on 19 January 2016 of a denial.

Renault confirms that a recall campaign is already in progress. Approximately 15,000 cars fitted with dCi110 engines are involved. The purpose of the recall is to recalibrate the engine's control unit. The issue had been identified, resolved and put in production in September 2015.

In addition, Renault firmly denies having mentioned that 700,000 cars were in need of a software update. Indeed, all Renault vehicles are fully compliant with current regulations. As stated in December 2015, on top of meeting applicable Euro6b standards, Renault intends to be able to propose an improved NOx emission system to customers.

6. Announcement on 28 January 2016 that Renault reaffirms its ambitions in Iran.

- For more than ten years, Groupe Renault has been active in Iran and consistent in its strategic choices.
- Since 2003, Renault and its Iranian partners, SAIPA and IRAN KHODRO, have produced close to 500,000 vehicles.
- Following the launches of the Logan Pick-up and the Sandero in 2015, Renault and its Iranian partners are stepping up their cooperation and preparing the introduction of other models.

During President Rouhani's visit to France, Groupe Renault reaffirmed Iran's position since 2003 as a very important market for company strategy, characterised by two key words: calm and consistent.

For more than ten years without interruption, Renault Pars, a joint venture with Iran's two main auto manufacturers, Saipa and Iran Khodro, has enabled the Group to produce nearly 500,000 vehicles in the country.

In 2015, two new vehicles were manufactured: the Logan Pick-up with Iran Khodro and the Sandero with Saipa. These models are the latest additions to a line-up that has met with success among the Iranian people.

Thanks to the lifting of economic sanctions against Iran on January 16, and as soon as smooth relations have resumed between French and Iranian banks, Renault will considerably intensify operations in Iran and prepare future model releases in association with its two local partners.

“With a market amounting to two million vehicles by 2020, Iran has undeniable potential. Renault has ambitious plans in Iran and advanced discussions are currently underway with Saipa and Iran Khodro to step up our presence, develop our structures and support the automobile sector in Iran,” said Bernard Cambier, Director of the Africa-Middle East-India region.

In 2015, Group sales soared by 56.1% compared to 2014, to reach a total of 51,500 vehicles and 4.8% of market share.

7. Announcement on 11 February 2016 of Top Management appointments.

Groupe Renault today announced a series of senior management appointments.

As of March 1st 2016, Mr. Stefan Mueller, EVP, Chairman of Europe Region, is appointed EVP, Chief Performance Officer (CPO).

As of April 1st 2016, Mr. Jean-Christophe Kugler, SVP, Chairman of Eurasia Region, is appointed EVP, Chairman of Europe Region and becomes a member of Renault Executive Committee.

Denis Le Vot, SVP, Sales & Marketing for Europe G9, will become SVP, Chairman of Eurasia Region.

Ken Ramírez, Managing Director of Groupe Renault UK, is appointed SVP, Sales & Marketing for Europe G9. He will be a member of the Renault Management Committee.

After a 36 year career with Groupe Renault, Jérôme Stoll has decided to retire.

Carlos Ghosn, Chairman and Chief Executive Officer, said: *“I would like to thank in particular Jérôme Stoll for his contribution to Groupe Renault’s development worldwide. His commitment and unwavering loyalty were key to our performance.”*

Furthermore, Mr. Carlos Ghosn asked Mr. Jérôme Stoll to oversee the newly formed racing organization. Mr. Jérôme Stoll is appointed President of Renault Sport Racing covering the operations both in Viry-Châtillon (France) and in Enstone (United Kingdom).

Born on August 27th 1960, Stefan Mueller is graduated from Würzburg University and has a Master of Business Administration from New York University. He has both German and Swiss nationalities. He started his career in 1986 in Sales & Marketing Division of BMW AG, in Munich. In 1988, he moved to Sales Region Division North America and was appointed Director of Dealer Development in the United States in 1992. He came back to Germany two years later to take in charge the Fleet Business and Direct Customers. In 1998, he became Executive Director of Direct Sales and

Project manager on new distribution strategy. He joined Ford Motor Company in 1999, as Director Brand and Distribution Development for Premier Automotive Group, in London, prior to become President Germany and President Central Europe Region for Volvo Car Germany, in Cologne. In 2003, he joined Volkswagen AG, first as Executive Director German Market for Audi, and then as President of Volkswagen Retail GmbH. He was appointed Executive Director German Market for Volkswagen AG in 2006. In 2008, he moved to ADAC e.V., as CEO. As of September 1st 2012, Stefan Mueller is appointed as EVP, Chairman of Europe Region. He is a member of the Group Executive Committee. On March 1st 2016, he is appointed EVP, Chief Performance Officer (CPO).

Born on December 15th 1961, Jean-Christophe Kugler holds an engineering degree from the École Centrale Nantes. He joined the process engineering R&D center at Renault in 1984. In 1989, he became Section Manager, Quality-Control engineering, before moving to the Maubeuge site in 1994 as Head of the Quality department for the launch of Kangoo. In 1998, he took charge of the Quality department at the Córdoba plant in Argentina. In 2000, he came Head of Production Vehicles within the Painted Body Engineering Department at Guyancourt, then Head of Body Shop Engineering between 2002 and 2005 and Assistant Director between 2005 and 2006. From 2006 to 2008, he was Director of the Small Commercial Vehicle Program and then the I Range Program. In October 2008, Jean-Christophe Kugler became Senior Vice President, Light Commercial Vehicles. In November 2011, Jean-Christophe Kugler was appointed as SVP, Chairman of Euromed-Africa Region and then Chairman of Eurasia Region. On April 1st 2016, he is appointed EVP, Chairman of the Europe Region and becomes a member of the Group Executive Committee.

Born on April 8th 1965, Denis Le Vot holds an engineering degree from the École des Mines de Paris. He joins Renault in 1990 in Sales & Marketing within the International Operations Department. In 1994, he joins the After-Sales Division and becomes Senior Manager After-Sales Product Development. Appointed successively Senior Manager After-Sales of Avtoframos in Russia, Sales Director in Belgium, Global After-Sales Marketing & Strategy and then Marketing Director of Renault MAIS in Turkey, he becomes VP, Marketing & Sales of Eurasia Region in 2007. In 2011, he is appointed Deputy Managing Director of Renault Russia and in September 2013, he becomes VP, Sales & Marketing G9.

On January 1st 2015, Denis Le Vot becomes a member of the Renault Management Committee. On April 1st 2016, he is appointed SVP, Chairman of Eurasia Region.

Born on February 13rd 1968 in Puerto Rico, Ken Ramírez has a bachelor's degree in Electrical Engineering from the Georgia Institute of Technology and has more than 24 years of experience in the automotive industry in the UK, US, Japan, Mexico and Latin America. He joined the Renault-Nissan Alliance in 2002, holding various leadership roles at Nissan in Research & Development, Program Management, Corporate Planning and Marketing & Sales, most recently as Managing Director of Nissan Latin America and the Caribbean, including Nissan and Infiniti brands in the region covering 37 countries. He is Managing Director of Renault UK since February 2013, including Renault and Dacia brands in the Europe North Territory, covering UK, Ireland, Cyprus and Malta markets. He is a Board member on the UK Society of Motor Manufacturers and Traders (SMMT) Executive and an Advisory Counsellor for the French Chamber of Commerce in the UK (CCFGB).

On April 1st 2016, Ken Ramírez is appointed SVP, Sales & Marketing for Europe G9 and becomes a member of Renault's Management Committee.

Born on March 8th 1954, Jérôme Stoll graduated from École Supérieure de Commerce de Paris (ESCP), HEC Group's Executive MBA. He began his career within Renault VI (Renault Industrial Vehicles) from 1980 to 1983, then worked in the senior management team of Berliet Nigeria, a subsidiary of Renault VI, from 1983 to 1987. He joined Renault's Finance Department in 1987 and became Finance and Administrative Director of Renault Automation in 1989. He was appointed Director of Industrial Purchasing in 1995, then Director of Powertrain Purchasing in 1998. From 2000 to 2006 he was Chairman and CEO of Renault Samsung Motors. In 2006 he became head of Mercosur, was appointed CEO of Renault Brazil, and joined the Renault Management Committee. In 2009 he was made a member of the Group Executive Committee and became leader of the Management Committee for the Europe Region, Executive Vice President, Sales and Marketing and LCVs, and Chairman of the Renault Retail Group. From September 1st 2012 he focused his responsibilities on the Group's Sales Department, LCV Division and the Renault Retail Group. On September 10th 2013 he was appointed Chief Performance Officer, remaining Executive Vice President, Sales and Marketing. On January 1st 2016, the roles of Chief Performance Officer (CPO) and EVP of Sales and Marketing have been split, to boost growth and profitability. Jérôme Stoll remains Chief Performance Officer with the mission to lead the regions in order to deliver expected results in volume and profit. In March 2016, he will retire but is appointed President of Renault Sport Racing covering the operations both in Viry-Châtillon (France) and in Enstone (United Kingdom).

8. Publication on 12 February 2016 of the Groupe Renault 2015 Financial Results.

5% operating margin achieved as early as 2015

- **Group revenues up 10.4% to €45,327 million**
- **New registrations up 3.3% to 2.8 million units**
- **Group operating profit at €2,320 million (+44.2%), representing 5.1% of revenues versus 3.9% in 2014**
- **Automotive operating profit increased by 74.4% at €1,496 million (3.5% of automotive revenues versus 2.2% in 2014)**
- **Group operating income at €2,121 million (+91.9%)**
- **Associated companies' contribution amounted to €1,371 million (versus €1,362 million in 2014), including AvtoVAZ's negative contribution**
- **Net income at €2,960 million (+48.1%), compared to €1,998 million in 2014**
- **Positive Automotive operational free cash flow at €1,033 million**

“2015 results mark a decisive step towards the achievement of our plan “Drive the Change” targets. The involvement of all our staff and the success of our vehicles allowed us to reach our operating margin target sooner than planned. We must now achieve our revenue target while maintaining a margin in excess of 5%” said Carlos Ghosn, Chairman and Chief Executive Officer of Renault.

In 2015, **Group revenues** came to €45,327 million, up 10.4% from 2014. At constant exchange rates, revenues grew by 10.6%.

Automotive revenues amounted to €43,108 million, up 10.9% thanks to an increase in Group's brands volumes and sales to partners. The price effect was positive, primarily due to price increases in some emerging markets to offset currency devaluation.

The **Group's operating profit** amounted to €2,320 million (+44.2%), compared to €1,609 million in 2014, representing 5.1% of revenues (3.9% in 2014).

The **Automotive operating profit** was up €638 million (+74.4%) to €1,496 million, or 3.5% of revenues (versus 2.2% in 2014).

This performance is mainly attributable to volume growth (€480 million) and cost reduction (€527 million).

On the other hand, the mix/price/enrichment effect was negative by €379 million, mainly due to costs related to the lifecycle management of some ageing products, and to Euro 6 costs.

Finally, currency and raw materials impacts were slightly positive, respectively at €22 million and €61 million.

The contribution of **Sales Financing** to the Group's operating profit amounted to €824 million, compared to €751 million in 2014. This increase was due in particular to the rising contribution of services. The cost of risk improved to 0.33% of the average performing loans outstanding, compared to 0.43% in 2014.

Other Operating Income and Expenses Items were negative at €199 million (€ 504 million in 2014), mainly due to restructuring costs related to the ongoing implementation of the competitiveness agreement in France and restructuring costs in some other countries.

The Group's **operating income** came to €2,121 million, compared to €1,105 million in 2014. The increase in operating profit and significant reduction in other expenses led to this improvement.

The **contribution of associated companies** came to €1,371 million, compared to €1,362 million in 2014.

Nissan's contribution amounted to €1,976 million in 2015 versus €1,559 million in 2014.

Regarding AvtoVAZ's contribution, the exceptionally weak economic situation in Russia (35% contraction in the auto market, 33% decrease of the annual average Ruble exchange rate, and rising interest rates), worse than our initial expectations, led Renault to book a €620 million loss explained by:

- Renault's share in the net loss booked by AvtoVAZ for €395 million (of which €136 million from negative operating margin),
- An impairment loss on the value of the equity investment for €225 million, to adjust it to the stock market value of AvtoVAZ shares. As of December 31, 2015, Renault's share in AvtoVAZ was valued at €91million.

The Renault group has entered into discussions with the other shareholders of the AvtoVAZ's controlling holding company, ARA BV, with an intention to recapitalize the company. This could lead to consolidation in Renault's accounts. As a result, the loan and receivables on AvtoVAZ would be capitalized and constitute part of the net equity investment on December 31, 2015.

Net income came to €2,960 million (+48.1%), and Group share totaled €2,823 million (€10.35 per share, compared to €6.92 per share in 2014, up 49.6%).

Automotive operational free cash flow was positive at €1,033 million, mainly due to the increase in profitability, as well as a positive change of €663 million in the working capital requirement.

A dividend of €2.40 per share, vs €1.90 last year, will be submitted for approval at the next Shareholder's Annual General Meeting.

OUTLOOK 2016

In 2016, the global market is expected to record growth of 1% to 2% compared with 2015. The European market is expected to increase by 2%, with a 2% increase also for France.

At the International level, the Brazilian and Russian markets are expected to decline further, by 6% and 12% respectively. On the contrary, China (+4% to +5%) and India (+8%) should pursue their momentum.

Within this context, the Renault group (at constant scope of consolidation) is aiming to:

- Increase group revenues (at constant exchange rates),
- Improve group operating margin,
- Generate a positive Automotive operational free cash flow.

RENAULT CONSOLIDATED RESULTS

€ million	2015	2014	Change
Group revenues	45,327	41,055	+4,272
Operating profit	2,32	1,609	+711
% of revenues	5.1%	3.9%	+1.2pts
Other operating income and expenses items	-199	-504	+305
Operating income	2,121	1,105	+1,016
Net financial income	-221	-333	+112
Contribution from associated companies	1,371	1,362	+9
o/w : NISSAN	1,976	1,559	+417
AvtoVAZ	-620	-182	-438
Current and deferred taxes	-311	-136	-175
Net income	2,96	1,998	+962
Net income, group share	2,823	1,89	+933
Automotive operational free cash flow	1,033	1,083	-50

ADDITIONAL INFORMATION

The consolidated financial statements of the Renault group at December 31, 2015 were approved by the Board of Directors on February 11, 2016.

The Group's statutory auditors have conducted a limited review of these financial statements and their report will be issued shortly.

The earnings report, with a complete analysis of the financial results in 2015, is available at www.group.renault.com in the Finance section.

9- Announcement on 17 February 2016 that Renault will hire 1,000 permanent employees and 1,000 apprentices in France in 2016.

RENAULT TO RECRUIT 1,000 PERMANENT EMPLOYEES AND 1,000 APPRENTICES IN FRANCE IN 2016

- **Renault has announced that it will recruit 1,000 people on permanent contracts in France in 2016.**
- **Added to the 1,000 permanent employees hired in 2015, Renault is significantly exceeding the commitment it made with the "Contract for a new dynamic of growth and social development for Renault in France".**

- **Renault will also continue to support young people by signing 1,000 new apprenticeship contracts.**

Under the "Contract for a new dynamic of growth and social development for Renault in France" signed on March 13, 2013, Renault made a commitment to hire 760 employees in the second phase of the agreement.

Between 2015 and 2016, 1,000 people were hired on permanent contracts. This is proof that the concrete measures taken since 2013 to help drive the Group's growth and prepare for the future have been a success.

Carlos Ghosn, Chairman and CEO of the Renault group: "With the agreement signed in 2013, we ensured the continuing activity of our French plants, which are now more competitive, higher-performing, and more attractive to our partners. In 2015, this enhanced competitiveness significantly boosted our production volume to more than 660,000 vehicles. This 24% increase from 2014 (31% more than in 2013) translated into new hires. In 2016, we will again reap the rewards of this agreement, and Renault will be recruiting again in France this year. This win-win agreement provides yet another illustration of the robustness of our group's social model."

In 2016, the hiring campaign will focus on specific businesses related to the major industrial projects and technological challenges of the next few years in France, such as self-driving cars, connected cars and alternative energies.

One-half of the recruitments will be in Renault plants; the other half will occur in other areas of the Group, particularly engineering and services. The positions will span the entire range of occupational categories (production workers, technicians, engineers and managers) and target young graduates and experienced candidates alike.

In addition, the company will continue to actively develop young people's professional skills and offer 1,000 new apprenticeship contracts in 2016.

Positive effects on plant activity and employment achieved through the agreement

- **Production of 132,000 Nissan Micras at the Flins plant, starting end2016**
- **Production of chassis parts for the future Nissan Micra at the Fonderie de Bretagne foundry**
- **Production of 65,000 "J" gearboxes at the Cléon plant (previously manufactured in Portugal)**
- **Production of Renault's R240 electric motor at the Cléon plant**
- **Assembly of the Bolloré group's Bluecar electric vehicles at the Dieppe plant**
- **Production of a new light commercial vehicle for Fiat, based on the same platform as the New Traffic, at the Sandouville plant, with a total estimated volume of 100,000 units**
- **Production of the new Nissan NV300 van, to replace the Nissan Primastar, at the Sandouville plant. The Nissan NV300 van will be built on the same production line as the New Traffic and generate an estimated additional volume of 100,000 vehicles for the 2016-2026 period.**
- **Extension and broadening of the provision of the forward-looking**

employment and skills management agreement (GPEC), thereby helping to increase the number of departures while avoiding a redundancy plan, as per the terms of the agreement

- **New employees hired on permanent contracts as of 2015 (1,000 on permanent contracts and 1,000 apprenticeships) and again in 2016 (another 1,000 on permanent contracts and 1,000 apprenticeships), exceeding the number provided for under the competitiveness agreement (760 new hires)**

About Groupe Renault

Groupe Renault has been making cars since 1898. Today it is an international multibrand group, selling more than 2.8 million vehicles in 125 countries in 2015, with 36 manufacturing sites, 12,000 points of sales and employing more than 120,000 people. To meet the major technological challenges of the future and continue its strategy of profitable growth, the Group is harnessing its international development and the complementary fit of its three brands, Renault, Dacia and Renault Samsung Motors, together with electric vehicles and the unique Alliance with Nissan. With a new team in Formula 1 and a strong commitment in Formula E, Renault sees motorsport as a vector of innovation, image and awareness.

10- On 18th February 2016, Moody's upgrades Renault's ratings to Baa3; stable outlook

5/ PERSON RESPONSIBLE FOR THIS SUPPLEMENT

In the name of the Issuer

Having taken all reasonable measures for this purpose, I declare that the information contained in this Third Supplement is in accordance with the facts and contains no omission likely to affect its import.

Issued in Paris, on 18 February 2016

Renault
13-15, quai le Gallo,
92100 Boulogne Billancourt
France
Duly represented by:
Dominique Thormann
CFO

Made in Paris on 18 February 2016



Autorité des marchés financiers

In accordance with Articles L. 412-1 and L. 621-8 of the French monetary and Financial Code (*Code monétaire et financier*) and with the General Regulations (*Règlement Général*) of the Autorité des marchés financiers ("AMF"), in particular Articles 212-31 to 212-33, the AMF has granted the visa No. 16-054 on 19 February 2016 to this Third Supplement. The Base Prospectus, as supplemented by this Third Supplement, may be relied upon in relation to financial transactions only if supplemented by Final Terms. This Third Supplement has been prepared by the Issuer and its signatories may be held liable for it.

In accordance with Article L. 621-8-1-I of the French Monetary and Financial Code (*Code monétaire et financier*), the visa was granted following an examination of "the relevance and consistency of the information relating to the situation of the Issuer". It shall not imply any authentication by the AMF of the accounting and financial data that is presented herein. This registration is subject to the publishing of the specified Final Terms, in accordance with Article 212-32 of the AMF General Regulation (*Règlement général de l'AMF*), which specifies the characteristics of the issued Notes.