DISCLAIMER

Information contained within this document may contain forward looking statements. Although the Company considers that such information and statements are based on reasonable assumptions taken on the date of this report, due to their nature, they can be risky and uncertain (as described in the Renault documentation registered within the French financial markets regulation authorities) and can lead to a difference between the exact figures and those given or deduced from said information and statements.

Renault does not undertake to provide updates or revisions, should any new statements and information be available, should any new specific events occur or for any other reason. Renault makes no representation, declaration or warranty as regards the accuracy, sufficiency, adequacy, effectiveness and genuineness of any statements and information contained in this report.

Further information on Renault can be found on Renault’s web site (www.group.renault.com), in the section Finance / Regulated Information.
01

RENAULT IN BRIEF
**RENAULT – IN BRIEF**

- Renault was founded in 1898 and is listed on the Paris NYSE Euronext since 1995
- Renault created an Alliance with Nissan in 1999
- Renault has strategic cooperation with Daimler
- Market capitalization of €27.4 bn as of Dec 2015
- Renault employs 120,136 employees worldwide
- 2,801,592 vehicles sold worldwide in 2015
- The Renault brand is ranked #3 in Europe
- The company is a bond issuer via two entities:
  - Renault, rated BBB- by S&P (positive outlook)/BBB- (stable outlook) by Fitch / Baa3 (stable outlook) by Moody’s
  - RCI Banque, its financing arm, rated Baa1 (stable outlook) by Moody’s / BBB (stable outlook) by S&P

**OWNERSHIP OF CAPITAL AT END 2015**

<table>
<thead>
<tr>
<th>Breakdown of Capital as a %</th>
<th>Share</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Treasury stock</td>
<td></td>
<td>1.21%</td>
</tr>
<tr>
<td>French State</td>
<td></td>
<td>19.74%</td>
</tr>
<tr>
<td>Nissan</td>
<td></td>
<td>15.00%</td>
</tr>
<tr>
<td>Public</td>
<td></td>
<td>58.87%</td>
</tr>
<tr>
<td>Daimler AG</td>
<td></td>
<td>3.10%</td>
</tr>
<tr>
<td>Employees*</td>
<td></td>
<td>2.08%</td>
</tr>
</tbody>
</table>

**Source:** Renault SA

1. Nissan does not exercise the voting rights attached to these shares
2. Shares acquired for the purposes of stock option and performance shares programs. These shares have no voting rights attached
3. A strategic cooperation between the Renault-Nissan Alliance and Daimler AG was announced in April 2010;
A MAJOR ALLIANCE IN THE AUTOMOTIVE LANDSCAPE

TIV (PC+LCV) IN MILLION UNITS

MAIN CARS SALES IN 2015 (PC+LCV) IN MILLION UNITS

8,529 million units sold in 2015

INVESTOR RELATIONS KEPLER CHEVREUX PRESENTATION SEPTEMBER 2016 PROPERTY OF GROUPE RENAULT

TOYOTA GM-Wuling VW-Porsche ALLIANCE HYUNDAI FORD NISSAN HONDA FIAT-CHRYSLER PSA SUZUKI RENAULT

10,0 9,8 9,8 8,5 7,7 6,6 5,4 4,7 4,6 3,0 2,9 2,8


8,529 million units sold in 2015

8,529 million units sold in 2015

Renault
Nissan
Avotvaz

INVESTOR RELATIONS KEPLER CHEVREUX PRESENTATION SEPTEMBER 2016 PROPERTY OF GROUPE RENAULT
RENAULT SALES IN 2015

Sales by brand

- Renault: 77%
- Dacia: 20%
- RSM: 3%

Sales by Region

- Europe: 57%
- Americas: 13%
- Africa - ME - India: 13%
- Eurasia: 13%
- Asia-Pacific: 4%

MAIN CARS SALES IN 2015 (PC+LCV) IN KUNITS

- CLIO - B seg: 457
- SANDERO - MO: 349
- DUSTER - MO: 334
- LOGAN - MO: 325
- MEGANE/SCENIC - C SEG: 254
- CAPTUR - B SEG: 246
- KANGOO - LCV: 154
- TWINGO - A SEG: 98
- MASTER - LCV: 93

Sales by segment

- A: 40%
- B: 25%
- MO: 15%
- C: 12%
- D/E: 4%
- LCV: 4%
GROUPE RENAULT H1 2016 RESULTS
RENAULT GROUP UNIT REGISTRATIONS H1 2016 VS H1 2015

K units
(PCS+LCV)

1,382

1,568

151

209

159

166

163

158

59

67

INTERNATIONAL  +12.5%

GROUP

EUROPE

AFRICA-ME-INDIA

EURASIA

AMERICAS

ASIA-PACIFIC

GLOBAL

+13.4%

+14.0%

+38.2%

+4.0%

-3.0%

+12.8%

TIV

+2.4%

+9.4%

-6.0%

-9.0%

-8.0%

+3.9%

+13.4%
## H1 2016 FINANCIAL RESULTS

<table>
<thead>
<tr>
<th>Category</th>
<th>H1 2016</th>
<th>H1 2015*</th>
<th>CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenues</td>
<td>25,185</td>
<td>22,197</td>
<td>+13.5%</td>
</tr>
<tr>
<td>Operating profit</td>
<td>1,541</td>
<td>1,096</td>
<td>+445</td>
</tr>
<tr>
<td>in % of revenues</td>
<td>+6.1%</td>
<td>+4.9%</td>
<td>+1.2 pts</td>
</tr>
<tr>
<td>Other operating income &amp; expenses</td>
<td>-65</td>
<td>-116</td>
<td>+51</td>
</tr>
<tr>
<td>EBIT</td>
<td>1,476</td>
<td>980</td>
<td>+496</td>
</tr>
<tr>
<td>Net financial income &amp; expenses</td>
<td>-67</td>
<td>-161</td>
<td>+94</td>
</tr>
<tr>
<td>Associated companies</td>
<td>678</td>
<td>895</td>
<td>-217</td>
</tr>
<tr>
<td>Current &amp; deferred taxes</td>
<td>-520</td>
<td>-262</td>
<td>-258</td>
</tr>
<tr>
<td>Net income</td>
<td>1,567</td>
<td>1,452</td>
<td>+115</td>
</tr>
</tbody>
</table>

(million euros)

* 2015 restated: IAS12 & AVTOVAZ
<table>
<thead>
<tr>
<th></th>
<th>H1 2016</th>
<th>H1 2015</th>
<th>CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Global unit sales (units)*</td>
<td>1,567,974</td>
<td>1,382,122</td>
<td>+13.4%</td>
</tr>
<tr>
<td>Group revenues</td>
<td>25,185</td>
<td>22,197</td>
<td>+13.5%</td>
</tr>
<tr>
<td>of which: Automotive</td>
<td>24,078</td>
<td>21,065</td>
<td>+14.3%</td>
</tr>
<tr>
<td>Sales financing</td>
<td>1,107</td>
<td>1,132</td>
<td>-2.2%</td>
</tr>
</tbody>
</table>

(million euros)

*Since January 1, 2016, volumes for China are reported based on retail sales versus wholesales previously. Volumes for H1 2015 have been restated.

Q1  | Q2
---|---
+11.7% | +14.7%
AUTOMOTIVE REVENUES VARIANCE ANALYSIS

CHANGE H1 2016 vs H1 2015: €3,013m

- **Volume**: +2,236
- **Geographic mix**: +200
- **Product mix**: +185
- **Price**: +628
- **Sales to partners**: +10.6 pts
- **Currency**: -1,036
- **Others**: +1

H1 2015: 21,065 (million euros)
H1 2016: 24,078 (million euros)

**Change**: +14.3%
## OPERATING PROFIT BY ACTIVITY

<table>
<thead>
<tr>
<th>Activity</th>
<th>H1 2016</th>
<th>H1 2015*</th>
<th>CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUTOMOTIVE</td>
<td>1,121</td>
<td>680</td>
<td>+441</td>
</tr>
<tr>
<td>% Automotive revenues</td>
<td>+4.7%</td>
<td>+3.2%</td>
<td>+1.5pts</td>
</tr>
<tr>
<td>SALES FINANCING</td>
<td>420</td>
<td>416</td>
<td>+4</td>
</tr>
<tr>
<td>GROUP OPERATING PROFIT</td>
<td>1,541</td>
<td>1,096</td>
<td>+445</td>
</tr>
<tr>
<td>% Group revenues</td>
<td>+6.1%</td>
<td>+4.9%</td>
<td>+1.2pts</td>
</tr>
</tbody>
</table>

(million euros)

* 2015 restated: IAS12
GROUP OPERATING PROFIT VARIANCE ANALYSIS

CHANGE H1 2016 vs H1 2015: + €445m

H1 2015* (million euros)

- Monozukuri: +6
- G&A materials: +164
- Raw materials: -64
- COST: -€58m

H1 2016

- Volume & partners: +614
- Mix / Net Enrichment: +135
- RCI Banque & other activities: +22
- Currency: -€432
- GROWTH: +€636m

1,096
1,541

* 2015 restated IAS12

INVESTOR RELATIONS
KEPLER CHEVREUX PRESENTATION

PROPERTY OF GROUPE RENAULT

SEPTEMBER 2016
2016 TIV OUTLOOK – H1 UPDATE

UNCERTAINTIES IN EMERGING MARKETS

GLOBAL TIV *

+1.7%

* PC+LCV INCLUDING USA & CANADA
OUTLOOK 2016

- In 2016, the global market is expected to record growth around 1.7% compared to 2015. The European market, as well as the French one, are now expected to increase by at least 5%.

- Outside Europe, the Brazilian and Russian markets are expected to decline: -15% to -20% for Brazil and -12% for Russia. On the contrary, China (+4% to +5%) and India (+7% to +9%) should pursue their positive momentum.

THE GROUP* CONFIRMS ITS FY 2016 GUIDANCE:

- Increase group revenues (at constant exchange rates)

- Improve group operating margin

- Generate a positive Automotive operational free cash flow

* at constant scope of consolidation
RENEWAL OF OUR RANGE

RECENT LAUNCHES 2014-2015

EUROPE

2014
- March 2014 A Segment
  - NEW TWINGO
- April 2014 LCV
  - TRAFIC
- April 2014 LCV
  - MASTER

2015
- March 2015 D Segment
  - NEW ESPACE
- May 2015 C Segment - MPV
  - KADJAR
- Dec. 2015 D Segment -Sedan
  - TALISMAN

OUTSIDE EUROPE

2015
- Sept. 2015 Global Access
  - KWID
- Nov. 2015 Pick-up 1/2T
  - OROCH

PROPERTY OF GROUPE RENAULT
RENEWAL OF OUR RANGE

10 LAUNCHES IN 2016

EUROPE

C Segment - Hatch
NEW MEGANE

April 2016
D Segment - Estate
TALISMAN

H2 2016
C Segment
MEGANE ESTATE

H2 2016
C Segment - MPV
SCENIC SHORT

H2 2016
C Segment - MPV
SCENIC LONG

OUTSIDE EUROPE

March 2016
C Segment
KADJAR China

June 2016
B Segment
KAPTUR RUS

H2 2016
C Segment
SEDAN

H2 2016
D Segment
KOLEOS CHN/KOR

H2 2016
PICK-UP 1T LATAM
03

GROUPE RENAULT ENVIRONMENTAL POLICY
THE THREE MAJOR CHALLENGES IN AUTOMOTIVE INDUSTRY

CLIMATE

+ 2° in 2050

HEALTH

40 X OMS levels
Health budget impact

RESOURCES

2,5 planets per year in 2050

CLIMATE

HEALTH

RESOURCES
OUR ENVIRONMENTAL AMBITIONS & DIFFERENTIATION

CLIMATE

TOP 3 EU AUTOMOTIVE FE/CO₂

HEALTH

EV LEADERSHIP

RESOURCES

LEADERSHIP ON CIRCULAR ECONOMY
OUR ENVIRONMENTAL COMMITMENTS

**CLIMATE**

-3% / year

Top 3 in Europe

**HEALTH**

Electric Vehicles

Top 1 in Europe (2015)

**RESSOURCES**

Circular Economy

Recycled Materials

+3% (Entre 2013 & 2016)
IMPROVEMENTS ALREADY ACHIEVED

RENAULT CARBON FOOTPRINT: -3.7% / year between 2010-2015

ENVIRONMENTAL FOOTPRINT (LCA) ACHIEVEMENTS: COMPARISON BETWEEN TWINGO & NEW TWINGO

- 25%
- 26%
- 22%
- 21%
- 28%

Warming
Resource depletion
Acidification
Eutrophication
Photochemical ozone
OUR ENVIRONMENTAL AMBITIONS & DIFFERENTIATION

CLIMATE

TOP 3 EU AUTOMOTIVE FE/CO₂
CLIMATE CHANGE IS CONFIRMED

Global temperature change

AUTOMOTIVE IS A KEY STAKEHOLDER

Today Auto industry
WORLDWIDE VIEW OF CO2 / FC REGULATION

- USA: PC + LCV + CARB
- CANADA: OEM oriented levers
- MEXICO: GreenHouse Gas Reduction
- BRAZIL: Concerned CAFE regulation
- EUROPE PC & LCV
- SOUTH KOREA: CAFE regulation not yet voted
- CHINA CKD & CBU
- KSA LV & Trucks
- INDIA: Concerned CAFE regulation

Concerned CAFE regulation
CAFE regulation not yet voted
2015: AMONG THE LEADERS IN CO2 EMISSION REDUCTION

MTM: 119.7g (-3.7g vs 2014)

CO2 (g/km)


165
160
155
150
145
140
135
130
125
120
115
110
105
100

CAFE / Mix Diesel Evol 2014 / 2015
CAFE MANAGEMENT LEVERS

- **CAFE GAP 2016 → 2021**: Incl WLTP impact & margin
- **EV+ P-HEV**: (Incl. Supercredit)
- **Vehicles Improvements**: Weight; Veh optimization (SCx, resistance, Elec. consumption, etc.)
- **PWT Improvements**: including electrification and transmission improvement
- **Eco-innovation for real FC benefit**

CAFE: Corporate Average Fuel Economy
THE BATTLE TO ACHIEVE ULTRA-LOW FUEL CONSUMPTION

EOLAB 1 liter / 100 km

- 400 Kg
- 30% Scx (aerodynamics)

100 technological bricks
THE ESSENTIAL CAR CONTRIBUTION

Aerodynamic

Weight & Inertia

Powertrain efficiency

Tyres

Equipments
ePower
ON REAL FUEL CONSUMPTION: CAR CONTRIBUTION IS ESSENTIAL

- Fully optimized design think integration
- Replace Steel by plastic & aluminum
- Braking recovery with electrification

Weight & Inertia
ON REAL FUEL CONSUMPTION: CAR CONTRIBUTION IS ESSENTIAL

Aerodynamic

- Cd A (aero drag)
- Under floor fairing
- Cooling Flow
OUR ENVIRONMENTAL AMBITIONS & DIFFERENTIATION

CLIMATE

CO₂

HEALTH

PM, NOₓ
Substances

EV LEADERSHIP
ICE ELECTRIFICATION
## VARIOUS ELECTRIFICATION SOLUTIONS

<table>
<thead>
<tr>
<th>Solution</th>
<th>12V</th>
<th>48V SED</th>
<th>Hybrid / Mild</th>
<th>P-HEV</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO₂ gains (est.)</td>
<td>-5%</td>
<td>~ -10%</td>
<td>-15 to -25%</td>
<td>-70 to -75%</td>
</tr>
<tr>
<td>EV drive</td>
<td>No</td>
<td>No</td>
<td>0.5 to 5km</td>
<td>40 to 60 km</td>
</tr>
</tbody>
</table>

### Energy recovery & Boost (Brake & Accel)

### Partial EV driving

### ICE charging

### EV + ICE driving With EV Autonomy

**SED**: small electric device
HYDRID ASSIST TECHNOLOGY ON THE NEW SCENIC

10kW Electric motor & electric generator

48V/12V Converter

dCi 110 engine

48V Li-ion Battery
ELECTRIC VEHICLE
A FULL EV RANGE FOR ALL USAGES

- **TWIZY**
  - TWIZY CARGO
  - 50-70 km
  - Car-sharing Fleets
  - Deliveries
  - Tourism
  - Private vehicle

- **ZOE**
  - 130-160 km
  - Car-sharing Fleets
  - Tourism
  - Private vehicle

- **FLUENCE**
  - 80-125 km
  - Taxis
  - Fleets

- **KANGOO ZE**
  - 80-125 km
  - Logisticians
  - Deliveries
  - Airports, ports
  - Technicians
THE GLOBAL EV MARKET 2015

**USA**
- 73,301 vehicles
- +14% vs. 2014

**EUROPE**
- 97,687 vehicles
- +48% vs. 2014 YTD
- 23,086 Renault (24%)

**CHINA**
- 88,000 estimated
- x3 vs. 2014

**JAPAN**
- 13,800 estimated
- -20% vs. 2014

**WORLD**
- est. 279,000 vehicles
- +63% vs. 2014
05.1
STATUS OF EV SALES & OVERALL PERFORMANCE
## FOCUS ON EUROPE – 2016 UNTIL JULY

<table>
<thead>
<tr>
<th>Country</th>
<th>TIV EV YTD 2016</th>
<th>% EV on TIV YTD 2016</th>
<th>% EV on TIV YTD 2015</th>
<th>EV TIV Δ vs. Y-1</th>
<th>Renault</th>
<th>Renault excl TWZ</th>
</tr>
</thead>
<tbody>
<tr>
<td>France</td>
<td>16 556</td>
<td>1,1%</td>
<td>0,8%</td>
<td>+41,1%</td>
<td>52,0%</td>
<td>8 616</td>
</tr>
<tr>
<td>Norvège</td>
<td>13 220</td>
<td>12,3%</td>
<td>14,9%</td>
<td>-16,1%</td>
<td>10,5%</td>
<td>1 382</td>
</tr>
<tr>
<td>Royaume Uni</td>
<td>6 254</td>
<td>0,34%</td>
<td>0,3%</td>
<td>+11,7%</td>
<td>19,8%</td>
<td>1 236</td>
</tr>
<tr>
<td>Allemagne</td>
<td>6 124</td>
<td>0,28%</td>
<td>0,3%</td>
<td>+2,6%</td>
<td>29,6%</td>
<td>1 814</td>
</tr>
<tr>
<td>Autriche</td>
<td>2 359</td>
<td>1,07%</td>
<td>0,5%</td>
<td>+123,6%</td>
<td>27,0%</td>
<td>637</td>
</tr>
<tr>
<td>Pays Bas</td>
<td>2 150</td>
<td>0,79%</td>
<td>0,7%</td>
<td>+8,3%</td>
<td>7,2%</td>
<td>154</td>
</tr>
<tr>
<td>Suisse</td>
<td>1 887</td>
<td>0,93%</td>
<td>1,1%</td>
<td>-17,3%</td>
<td>14,9%</td>
<td>281</td>
</tr>
<tr>
<td>Suede</td>
<td>1 664</td>
<td>0,69%</td>
<td>0,9%</td>
<td>-16,2%</td>
<td>20,2%</td>
<td>336</td>
</tr>
<tr>
<td>Espagne+Canaries</td>
<td>1 586</td>
<td>0,19%</td>
<td>0,1%</td>
<td>+92,2%</td>
<td>26,0%</td>
<td>413</td>
</tr>
<tr>
<td>Belgique</td>
<td>1 248</td>
<td>0,32%</td>
<td>0,2%</td>
<td>+41,0%</td>
<td>13,5%</td>
<td>169</td>
</tr>
<tr>
<td>Italie</td>
<td>1 100</td>
<td>0,09%</td>
<td>0,1%</td>
<td>-18,1%</td>
<td>6,4%</td>
<td>70</td>
</tr>
<tr>
<td>Portugal</td>
<td>452</td>
<td>0,29%</td>
<td>0,3%</td>
<td>+35,3%</td>
<td>25,4%</td>
<td>115</td>
</tr>
<tr>
<td>Irlande</td>
<td>351</td>
<td>0,23%</td>
<td>0,3%</td>
<td>-15,4%</td>
<td>4,6%</td>
<td>16</td>
</tr>
<tr>
<td>Danemark</td>
<td>303</td>
<td>0,20%</td>
<td>1,0%</td>
<td>-78,6%</td>
<td>29,7%</td>
<td>90</td>
</tr>
<tr>
<td>Finlande</td>
<td>154</td>
<td>0,19%</td>
<td>0,3%</td>
<td>-18,5%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>56 132</strong></td>
<td><strong>0,54%</strong></td>
<td><strong>0,55%</strong></td>
<td><strong>+7,2%</strong></td>
<td><strong>27,4%</strong></td>
<td><strong>15 381</strong></td>
</tr>
</tbody>
</table>

**FRANCE NUMBER ONE**

EV MARKET YTD

4 countries = 75,1% of the EV TIV

**ZOOM NORDICS TOTAL % EV TIV**

- Norway = 23,6%
- Sweden = 3,0%
- Denmark = 0,5%
- Finland = 0,3%

**TOTAL = 27,3%**

+7,2% vs. 2015 (52,3k)
05.2 CUSTOMER FEEDBACKS
BATTERY RENTAL MODEL – AN ADVANTAGE FOR THE TWO STAKEHOLDERS

Customers

- Same costs structure as an ICE car
- No technological risks

Renault

- By keeping the ownership, we:
  - Optimize the warranty costs
  - Control on the second life of the battery
RENAULT EV - AN ECONOMICAL CHOICE

PRICE TAG
no more than a diesel car in the same category after tax incentives

RUNNING COSTS
savings after 40-50 km per day

FROM 20% SAVINGS ON MAINTENANCE

RENTAL SCHEME
< 20 € / month
< 80 € / month

100 € / month
THE VISION OF EV BY RENAULT

The main **FEATURES** of an EV

- **Easy**
- **Fun**
- **Affordable**
- **Green**
FOR A WIDE RANGE OF USAGES
AND THE SATISFACTION IS OBVIOUS!

MORE THAN 95% SATISFACTION’s RATE FOR EVs!

ON TOP OF BASICS: Quality, Cost of use, Equipment, Environment…

- SILENCE
- COMFORT
- SMOOTH DRIVE
- SPORTIVENESS
THE RANGE PARADOX

✓ According to an American survey (UCS & CU – May 2016):
  ➢ The **range is the biggest concern** for people (20%)
  ➢ Before purchase price and small amount of public charging stations

✓ But according to a MIT survey (August 2016):
  ➢ The **energy requirements of 87% of vehicle-days trip could be met** by an existing, affordable electric vehicle

Example of real usage on a sample of LaPoste vehicles (Kangoo ZE)
« RANGE ANXIETY » WILL SOON BE HISTORY…

EV 1.0
2015

Before

EV 2.0
2020

EV 3.0
2025

WHAT WE HAVE

NOW, WE KNOW WE’LL HAVE

150 km real
240 km NEDC
22 kWh battery

X2

300 km real !
400 km NEDC

X ?

>500 km real ?
>600 km NEDC ?
More than 50,000 charging points connected to GIREVE platform

Source: GIREVE
05.3
ECOSYSTEM STATUS
THE EV ECOSYSTEM

- Infrastructure
- Connected Car
- Battery Technology
- Battery Second Life
- Car Sharing
- Regulations
SECOND LIFE BATTERY

Second-life batteries: opportunities of economic development

B4B project - Batteries for buildings
Storing energy in buildings
SMART CHARGING

TMH AND RENAULT SAVE 30% OF POWER PRICE THROUGH SMART CHARGING
A NEW WAY OF MOBILITY: CAR-SHARING

Renault wants to be part of this strong trend
OUR ENVIRONMENTAL AMBITIONS & DIFFERENCIATION

RESOURCES

LEADERSHIP ON CIRCULAR ECONOMY
RECYCLED MATERIALS IN NEW VEHICLES & PARTS REUSE

- RAW MATERIALS = ~ 20% OF NEW CAR COSTS
- 30.6% OF A NEW VEHICLE ARE MADE OF RECYCLED MATERIALS
- 20% OF PLASTICS ARE RECYCLED PLASTICS IN NEW RENAULT MODELS: 23.8 Kg in 2015
- REPAIR USING SECOND HAND PARTS IS POSSIBLE IN RENAULT NETWORK
- REMANUFACTURING TURN OVER > 200 M€ with 91% CIRCULARITY

<table>
<thead>
<tr>
<th>Year</th>
<th>Clio</th>
<th>Mégane</th>
<th>Captur</th>
<th>New Espace</th>
</tr>
</thead>
<tbody>
<tr>
<td>1995</td>
<td>4kg</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2005</td>
<td></td>
<td>14kg</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td></td>
<td></td>
<td>34kg</td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td></td>
<td></td>
<td></td>
<td>53kg</td>
</tr>
</tbody>
</table>

Kg recycled plastics
Evolution of the rate of recycled plastics in new vehicles:

- Laguna 3 berline: 15.5% (33 kg)
- Scénic 3: 12.5% (14 kg)
- Captur: 10.5% (15 kg)
- Clio 4: 5.5% (25 kg)
- Clio 3: 11% (22 kg)
- Mégane 3 berline: 9% (19 kg)
- Duster: 13% (20 kg)
- Twingo 2: 9% (16 kg)
- Modus: 10% (18 kg)
- Mégane 2: 5% (8 kg)
- Clio Williams: 5% (4 kg)
- Laguna 2: 3.5% (6 kg)

Target: 20% MPR
CIRCULAR ECONOMY

RENAULT IS THE ONLY CAR MANUFACTURE TOTALLY INVOLVED ALL ALONG THE LIFE CYCLE

Recycled mat. other sourcing
Recyclers foundries

Supply Chain
Renault Plants
Vehicle Maintenance

End of life vehicle & parts

Reuse and remanufactoring of parts

Choisy

Scrap metal close loop
Best in class recycled plastic: 20% on latest models

Close loop from 300 k ELVs to New Veh: Polypro, Cu, Al, PGM
Repair through second hand parts for old vehicle in our network

200 M€/yr TO parts remanufacturing
EV battery leasing → second life

Recycled materials
PP, Cu, Al, PGM
ENERGETIC EFFICIENCY IN PLANTS & RENEWABLE ENERGIES

ENERGETIC EFFICIENCY: -3% per year for 10 years
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