FIRST SUPPLEMENT DATED 3 SEPTEMBER 2021
TO THE 18 JUNE 2021 BASE PROSPECTUS

RENAULT
(incorporated as a société anonyme in France)
€10,000,000,000
Euro Medium Term Note Programme

This prospectus supplement (the "**First Supplement**") is supplemental and must be read in conjunction with the Base Prospectus dated 18 June 2021 (the "**Base Prospectus**") prepared by Renault ("**Renault**" or the "**Issuer**") with respect to its €10,000,000,000 Euro Medium Term Note Programme (the "**Programme**").

The Base Prospectus constitutes a base prospectus for the purposes of Article 8 of the Prospectus Regulation. "**Prospectus Regulation**" means Regulation (EU) 2017/1129 of 14 June 2017. The Base Prospectus received approval no. 21-237 on 18 June 2021 from the *Autorité des marchés financiers* (the "**AMF**").

Unless the context otherwise requires, terms defined in the Base Prospectus have the same meaning when used in this First Supplement.

Application has been made for approval of this First Supplement to the AMF in its capacity as competent authority under the Prospectus Regulation.

This First Supplement has been prepared in accordance with Article 23 of the Prospectus Regulation for the purposes of (i) updating the "Risk Factors" section of the Base Prospectus, (ii) incorporating by reference the unaudited Consolidated Financial Statements for the First Half-Year 2021 (the "**Earning's Report Half-Year 2021**") with the Auditors limited review, and (iii) updating the "Recent Events" section of the Base Prospectus.

Copies of this First Supplement will be available on the website of the AMF (www.amf-france.org) and on the Issuer's website (http://www.renault.com).

Saved as disclosed in this First 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.

To the extent that there is any inconsistency between (i) any statement in this First Supplement and (ii) any statement in, or incorporated by reference in, the Base Prospectus the statement referred to in (i) above will prevail.

TABLE OF CONTENTS

RISK FACTORS

The Subsection I. “Risks Factors relating to the Issuer” of section “Risk Factors” appearing on page 13 of the Base Prospectus is hereby completed with the following paragraph:

“Renault Group operates in the design, manufacture, marketing of vehicles and sales financing via its subsidiary RCI Bank and Services in an environment that continues to change significantly, particularly in terms of technology, consumer habits and the economic context of the markets. In this environment, Renault Group does not identify, for the next six months of 2021, any risk factors other than those previously described . In the current state of visibility, Renault Group continues to adapt to the consequences of the evolution of the Covid-19 crisis to preserve the health of its employees and adapt its activities according to the slowdown and recovery of the various markets, as the Group has been doing since 2020. Since the beginning of 2021, Renault Group has also been exposed to the risk of disruptions in the supply chain for electronic components, which affects both Renault Group and the automotive industry. This risk remains for the second half of the year and Renault Group estimates that it could lead to a loss of production of around 200,000 units* for the full year”.

* *representing respectively 7.4% and 5.5% of the 2020 and 2019 Renault Group Worlwide production.*

DOCUMENTS INCORPORATED BY REFERENCE

The section "Documents Incorporated by Reference" appearing on page 24 of the Base Prospectus is hereby amended with the addition after paragraph (c) of the following paragraph:

"(d) the sections referred to in the tables below of the French language version of the Half-Year 2021 Earning's Report for the half year ended 30 June 2021, which has been filed with the AMF (https://www.renaultgroup.com/wp-content/uploads/2021/07/s1-2021-rg-rapport-financier-1.pdf).

An English free translation of the Half-Year 2021 Earning's Report is also available for viewing on the Issuer's website (https://www.renaultgroup.com/wp-content/uploads/2021/07/h1-2021-rg-financial-report.pdf)

Annex 7 of the Commission Delegated Regulation		Half-Year 2021 Earning's Report
3.	**RISK FACTOR**	Page 3
3.1.	A description of the material risks that are specific to the issuer and that may affect the issuer's ability to fulfil its obligations under the securities, in a limited number of categories, in a section headed 'Risk Factors'. In each category the most material risks, in the assessment of the issuer, offeror or person asking for admission to trading on a regulated market, taking into account the negative impact on the issuer and the probability of their occurrence, shall be set out first. The risk factors shall be corroborated by the content of the registration document.	
5.	**BUSINESS OVERVIEW**	Pages 1 to 15
5.1.1	A brief description of the issuer's principal activities stating the main categories of products sold and/or services performed	
7.	**TREND INFORMATION**	Page 2
7.1.	A description of: (a) any material adverse change in the prospects of the issuer since the date of its last published audited financial statements; and (b) any significant change in the financial performance of the group since the end of the last financial period for which financial	

information has been published to the date of the registration document.

If neither of the above are applicable then the issuer should include (an) appropriate negative statement(s).

11. FINANCIAL INFORMATION CONCERNING THE ISSUER'S ASSETS AND LIABILITIES, FINANCIAL POSITION AND PROFITS AND LOSSES

Interim Condensed Consolidated Financial Statements

(a)	interim balance sheet	Page 19
(b)	interim income statement	Page 17
(c)	interim comprehensive income statement	Page 18
(d)	interim cash flow statement	Page 22
(e)	accounting policies and explanatory notes	Pages 23 to 50
(f)	changes in shareholder's equity	Pages 20 to 21
(g)	auditors limited review on unaudited consolidated financial statements for the half year ended 30 June 2021	Page 51

RECENT EVENTS

The section "recent events" appearing on pages 71 to 82 of the Base Prospectus is supplemented by the following press release which is also available for viewing on the Issuer's website (http://www.renault.com):

- **9, June 2021: Renault Group creates Renault ElectriCity: the electric industrial pole of Northern France**

• Renault Group and the representative trade unions have signed an agreement giving birth to Renault ElectriCity, the new legal entity grouping together the sites of northern France: Douai, Maubeuge and Ruitz;
• With an ambition of 400,000 vehicles per year, Renault ElectriCity will be the largest and most competitive electric vehicle production centre in Europe;
• Renault ElectriCity will contribute to the creation of 700 direct jobs spread across the various sites by 2025 and a university and training centre.

Boulogne-Billancourt, June 9, 2021 - As part of the Renaulution strategic plan, Renault Group and the representative trade unions (CFDT, CFE-CGC, CFTC, CGT, FO and SUD) have signed an agreement for the future of the Renault sites in the Hauts-de-France region. This agreement gives birth to Renault **ElectriCity**: the legal entity wholly owned by Renault SAS and grouping together the industrial sites of Douai, Maubeuge and Ruitz, totalling nearly 5,000

employees.

By creating this single entity, Renault Group aims to make these plants the most competitive and efficient production unit for electric vehicles in Europe, with 400,000 vehicles produced per year by 2025. With this agreement, Renault Group has set itself three major objectives:
• To enable the deployment of a robust and coherent industrial project for all three plants;
• To achieve operational excellence by relying on a managerial model, a social model and the modernisation of production sites;
• Develop the attractiveness of the Northern Industrial Cluster to build an infrastructure for key electric vehicle components.

The creation of 700 jobs by 2025 and a commitment to the economic and social fabric

To support this ambitious industrial project, Renault Group plans to create 700 permanent jobs between 2022 and the end of 2024, with 350 new hires at the Maubeuge site and 350 new hires spread over the Douai and Ruitz sites. These recruitments will take place within the framework of shared approaches with local employment missions, Pôle Emploi and all the stakeholders in the region.

The Hauts-de-France region has the necessary assets to become the European reference in terms of know-how and production throughout the electric car value chain. In conjunction with its R&D functions, Renault Group will form partnerships with universities to set up training schemes adapted to the changing automotive market and will contribute to research work.

Renault Group will also participate in innovation initiatives in partnership with start-ups and specialised entities to support future developments in the automotive world by participating in 'Incubator' type initiatives.
Finally, as the proximity of the Group's partners is an essential condition for success, Renault Group will work to demonstrate the advantages of locating both the battery factory project and other partners producing electric vehicle components near its factories.

"I am very proud to have contributed to the creation of Renault ElectriCity, a symbol of Renault's know-how and technological innovation, and to participate to the enhancement of the economic and social attractiveness of Hauts-de-France in Europe. This agreement, signed with all the trade unions, is proof that the commitment of employees, constructive social dialogue and a strong local presence are key to setting up a robust and attractive industrial model," said Luciano Biondo, Director of Renault ElectriCity.

Key elements

• Douai
o The plant will produce its first electric vehicle, Mégane E-Vision, from 2021 on the Alliance's new modular CMF-EV platform;
o On the same platform, Douai will be assigned a new C-segment vehicle;

o A new electric platform dedicated to the industrialisation of B-segment vehicles will be installed.

• Maubeuge
o A pioneer and leader in the electric van segment in Europe for 10 years with Kangoo Electric, the site manufactures New Kangoo, New Kangoo Van for Renault and its partners Mercedes and Nissan and will produce New Kangoo
o E-Tech Electric in 2022;
o In addition, the plant will be assigned other variants of New Kangoo.

• Ruitz
o The plant will host a new electrical components manufacturing activity.

- **16, June 2021: Renault Group, Douaisis Agglo and the EPF Hauts-de-France sign an agreement for the transfer of part of the Douai plant's land**

• Renault Douai's plant sells 148 hectares of land to the EPF du Nord and the Douai conurbation for €35 million
• This step is to reduce the size of the Douai plant as part of a plan to improve its competitiveness
• Renault Group undertakes to carry out all actions to rehabilitate the site for Future industrial use in agreement with the partners who signed the agreement

Boulogne-Billancourt, June 16, 2021 - Renault Group today announced the sale of 148 hectares of land at its Douai plant to Douaisis Agglo and the Etablissement Public Foncier Nord (EFP). This agreement is part of the implementation of the new Renault Electricity entity announced on June 9th.

This land transaction will enable Renault ElectriCity to improve the compactness of its Douai site and to optimise the structural and operating costs of the new entity. The Douai plant, spread over 270 hectares, is the plant with the largest land area of the group in France. New standards of competitiveness in the automotive industry require the consolidation of facilities and the optimised use of each plot.

In agreement with the partners who signed the agreement, Renault Group undertakes to pay the full cost of rehabilitating the land that has been used for car production for almost 50 years.

The agreement was signed on Tuesday 15 June at the end of the DOUAISIS AGGLO community council meeting.

- **18, June 2021: Renault Group signs an agreement on new hybrid work Organization in France**

• Renault Group's new hybrid work organisation, on a voluntary basis, combines on site and remote work
• It is organised around two to three days of teleworking per week
• The implementation of the organisation and the fitting out of the premises will start in September 2021

Boulogne-Billancourt, June 18, 2021 - Following constructive social dialogue and several weeks of negotiations, management and the representative trade unions CFDT, CFE-CGC and FO signed the agreement on new working methods in France on June 10th .

This new hybrid work organisation, which aims to get the best out of face-to-face and teleworking, will be implanted on a voluntary basis and will combine on-site and remote work. It is organised around two days of teleworking per week (up to three days of teleworking with the agreement of the manager) and will be accessible to all those whose activity allows it.

The new organisation and workspace arrangements to improve on-site collaboration will be rolled out in several stages, starting in September 2021. Ergonomic support and training on how to telework will also be offered progressively, as well as numerous tools to support the management of change and build this new way of working. Continuous monitoring will be implemented through internal surveys to improve the system.

- **29, June 2021: Renault Group places France at the heart of its industrial strategy for EV batteries**

• Renault Group announces the signing of two major partnerships in the field of the design and production of Electric Vehicles batteries:
  o Renault Group enters into a strategic partnership with Envision AESC as it sets up a gigafactory in Douai, close to Renault ElectriCity, to support manufacture of latest technology, cost-competitive, low-carbon batteries to make electrical mobility more accessible in Europe.
  o Renault Group signs a Memorandum of Understanding with the French start-up Verkor to co-develop and then manufacture high-performance batteries, with a view of owning a more than 20% stake in Verkor.
• The combination of these two partnerships with Renault ElectriCity industrial cluster will create nearly 4,500 direct jobs in France by 2030, while developing a robust battery manufacturing ecosystem in the heart of Europe.
• A new step along the path of the 'Renaulution' strategic plan, as the Group and its Alliance partners bolster their competitive edge and efficiency in the EV market.

Boulogne-Billancourt, June 29th, 2021 –Renault Group announces today its strategy for EV battery design and production in France. A major milestone of the 'Renaulution' road map, the Group's battery strategy comes to life through the signing of two major partnerships: with Envision AESC – a global player in world-leading

battery technology and smart, digitalised, low-carbon battery plants, and a long-standing partner of Nissan – and Verkor, the Grenoble-based start-up specialized in development of EV battery cells. This strategy will help Renault Group become a more competitive and efficient EV player, accelerate its industrial transformation, and reach its ecological transition targets.

These two most recent partnerships go hand in hand with existing programmes within Renault Group, in particular the historic agreement with LG Chem which currently supplies battery modules for Renault's electric range and for the upcoming MéganE. In parallel, there are on-going discussions with ACC to potentially join the ecosystem as of 2027. Research also continues within the Alliance to deploy solid battery technology from 2030, with the ASSB project (All Solid-State Battery technology).

"*Our battery strategy builds on Renault Group's ten years of experience and investment in the electric mobility value chain. The latest strategic partnerships with Envision AESC and Verkor greatly bolster our position as we ensure the Europe-based production of one million electric vehicles by 2030. This marks a major milestone as we strengthen our competitive edge, by rooting our Group in the underlying momentum of French industry and striving to reach our carbon neutrality objectives. The Group thus reaffirms its willingness to produce popular, affordable, and cost-effective electric cars in France*", **said Luca de Meo, CEO of Renault Group.**

Envision AESC: A gigafactory in Douai for affordable, European-made EV models.

As part of its EV strategy, Renault Group is partnering with Envision AESC which will develop a gigafactory in Douai with a capacity of 9 GWh in 2024 and with aim of reaching 24 GWh by 2030. As the battery arm of global green tech company Envision Group, it will invest up to €2 billion to produce latest technology, cost-competitive, low-carbon and safe batteries for electric models, including the future R5. Thanks to this partnership, Envision AESC forecasts 2,500 new jobs by 2030.
The proximity of the Envision AESC's gigafactory to Renault ElectriCity production sites at Douai, Maubeuge and Ruitz, which will create 700 additional jobs in the Hauts-de-France region, means Renault Group can significantly boost its competitive edge and greatly improve the efficiency of its EV production chain.

Douai's gigafactory opens the way for the production of low-carbon batteries as part of the objectives outlined in the European Green Deal and for the development of closed-loop recycling solutions for production waste and end-of-life batteries. In line with commitments made by the Renault Group, it will significantly contribute to achieving carbon neutrality in Europe by 2040 and worldwide by 2050, with EV sales making up 90% of all Renault brand sales by 2030.

"*Envision Group's mission is to be the net zero technology partner of choice for global enterprises, governments, and cities. We are therefore delighted that Renault Group chose Envision AESC batteries for its next generation of EVs. Investing to build a new gigafactory in northern France, we aim to support the net zero carbon transition by making high performance, longer range batteries and EVs affordable and accessible for millions more motorists. This first phase development will unlock future large-scale investment to grow the local supply chain and develop the whole*

life cycle opportunities of batteries, including energy storage, battery reuse, smart charging and closed loop recycling. It has the potential to create thousands of new high value green jobs as part of an end-to-end battery ecosystem in the region." said **Lei Zhang, founder and Chief Executive Officer of Envision Group.**

Renault Group and Verkor: A pilot production line for high-performance batteries by 2022 and a state-of-the-art giga factory by 2026.

In addition to its partnership with Envision AESC, Renault Group has signed a Memorandum of Understanding to become shareholder of Verkor with a stake of over 20% in the company and plans to join the consortium that was created around the French start-up in 2020. The consortium aims at tackling challenges relating to digitalisation, de-carbonisation, and the strengthening the French and European industries within the sector.

Renault Group and Verkor intend to develop jointly a high-performance battery suitable for the C and higher segments of the Renault range, as well as for the Alpine models. Together with the consortium, they will help create of more than 200 direct jobs.

The initial phases of the partnership will involve the financing of a R&D centre (Verkor Innovation Centre) and a pilot line for battery cell and module prototyping and production in France as early as 2022. The second phase will see Verkor moving forward to create the first gigafactory for high performance batteries in France, with an initial capacity of 10 GWh for the Renault Group from 2026, potentially rising to 20 GWh by 2030.

Cooperation between Renault Group and Verkor will be based on a common road map to reduce carbon emissions from battery manufacturing by 75% compared to traditional process, and to establish a supply chain that allows traceability and secures the availability of raw materials used in EV models.

"*We are proud to be associated with Renault Group and look forward to delivering on our common vision of making e-mobility widely available, through this partnership. This is a major deal which demonstrates our progress along our roadmap to generate up to 50 GWh of battery cell production capacity by 2030 – a cornerstone in developing a competitive, sovereign and sustainable battery supply chain in Europe*", said **Benoit Lemaignan CEO of Verkor**.

The capital investment into Verkor is subject to the conditions that are normally applicable to this type of transaction, in particular the regulatory consultation of labour relations bodies.

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A presentation of Renault Group's technological ecosystem, including partnerships with Envision AESC and Verkor, will be made at the Renault eWays online conference, which will take place on Wednesday, June 30th, 2021 at 11:00am (CET). During the event, Luca de Meo and his team will present the Renault Group strategy to be at the forefront of electrification by making affordable and cost-effective electric vehicles.

- **29, June 2021: Renault SA isssued a new Samourai bond transaction under its Shelf Registration Programme.**

The global nominal of this transaction is 150 billion yens splitted into two tranches:
- 40 GJPY with a maturity of two years (06 July 2023) and a coupon of 1.03%;
- 110 GJPY with a maturity of three years (05th July 2024) and a coupon of 1.54%.

The settlement date is 06th July 2021 and SMBC Nikko Securities Inc. is sole lead manager on that transaction.

- **30, June 2021: Renault eWays ElectroPop: a historic acceleration of Renault Group's EV strategy to offer competitive, sustainable & popular electric vehicles**

• Renault Group makes a historic acceleration in its EV strategy, leveraging its technological and industrial assets along with 10 years of experience in electric mobility to make bold choices and offer competitive, sustainable, and popular electric vehicles.

• COMPETITIVE & SUSTAINABLE:

o **The greenest mix in the European market in 2025, with over 65% of electric and electrified vehicles in the sales mix and up to 90% electric vehicles in the Renault brand mix in 2030.**

o Renault ElectriCity: a compact, efficient, high-tech electric ecosystem in Northern France, combined with the Group's e-powertrain MegaFactory in Normandy.

o A strategic partnership with Envision AESC to build a gigafactory in Douaito support the manufacture of latest technology, cost-competitive, low-carbon batteries from 2024.

o A joint project with the French start-up Verkor to codevelop a high-performance, locally sourced, and sustainable battery by 2022.

o A standardized cell footprint covering 100% of future BEV launches across all segments to reduce costs by 60% at pack level by 2030.

o A highly compact e-powertrain enabling -30% on costs and -45% on wasted energy, giving an extra EV range of up to 20km.

• POPULAR & AFFORDABLE:

o A more balanced and more profitable product portfolio with 10 new electric vehicles.

o Two icons with Renault 5 costing 33% less compared to ZOE and another timeless revival with '4ever'.

o A muscled-up all-electric C-segment with the All-new MéganE in 2022.

o Renault Group expertise in generating added value throughout the battery lifecycle with Mobilize: up to 400 euros per year with V2G for EV drivers and a residual value of up to 500 euros per battery.

"Today is a historic acceleration of Renault Group's EV strategy and for 'made in Europe'. By building Renault ElectriCity, our compact, efficient, high-tech electric ecosystem in Northern France, together with our e-powertrain MegaFactory in Normandy, we are creating the conditions of our competitiveness at home. We'll train, invest, and partner with established & emerging best-in-class actors in their fields including: STMicroelectronics, Whylot, LG Chem, Envision AESC, and Verkor. Ten new electric models will be conceived and up to one million electric vehicles will be manufactured by 2030, from cost-efficient urban vehicles to higher end sports cars. On top of efficiency, we are betting on iconic designs such as the beloved R5 to bring the Renault touch to electrification: making electric cars popular", said **Luca de Meo, CEO of Renault Group.**

Batteries: mastering NMC chemistry to produce one million units Alliance-wide by 2030

Leveraging its **10-year experience in the electric vehicle** value chain, Renault Group's battery strategy led to bold standardization choices within the Alliance to unleash competitiveness. **With NMC based chemistry** (Nickel, Manganese & Cobalt) and a unique cell footprint, the Group will cover 100% of the future BEV launches across all segments. **It will cover all ranges with up to one million electric vehicles Alliance-wide by 2030**. This chemistry choice delivers a very **competitive ratio of cost per kilometer**, with up to **20% more range** compared to other chemistry solutions and a much better recycling performance.

At cell level, the Group will offer:

- As part of its EV strategy, Renault Group is partnering with **Envision AESC which will develop a gigafactory in Douai** with a capacity of 9 GWh in 2024 aiming at reaching 24 GWh by 2030. Close to Renault ElectriCity, Renault Group's partner will produce latest technology, cost-competitive, low-carbon and safe batteries for electric models, including the future Renault 5.

- Renault Group has also signed a Memorandum of Understanding to become shareholder of the **French start-up Verkor with a stake of over 20%**. The two partners intend to co-develop a **high-performance battery** suitable for the **C and higher segments** of the Renault range, as well as for the Alpine models. The partnership includes the development of a pilot production line in France for battery cells and module prototyping from 2022. In a second step, starting from 2026, Verkor aims to build the first **gigafactory** for high performance batteries in France, with an initial capacity of 10 GWh for the Renault Group, potentially rising to 20 GWh by 2030.

In less than 10 years, the Group will **drive its costs down step by step by 60% at pack level**, with a target below 100 dollars/kWh in 2025, and even under 80 dollars/kWh while preparing the arrival of **All Solid State Battery technology** within the Alliance in 2030.

Powertrain: from sourcing to manufacturing in-house e-powertrain

Renault Group keeps one step ahead of competition by being the **first OEM to develop its own e-motor** – with **no rare-earth** (no-permanent magnets) and based on electrically excited synchronous motor (**EESM**) technology, along with its own reducer –. Having already done most of the investment, the Group has been able to cut the battery cost by two over the past ten years and will divide it by two again in the upcoming decade. The Group will gradually embed **new technological improvements from 2024** on its EESM: stator hairpin, glued motor stack, brushless and hollow rotor shafts; lowering costs and improving the efficiency of the motor.

The Group has also signed a partnership with the **French Start-up** Whylot for an innovative automotive **axial flux e-motor**. This technology will first be applied on hybrid powertrains aiming to reduce the costs by 5% while saving up to 2.5g CO2 on WLTP (for B/C-segment passenger car). Renault Group will be the **first OEM to produce axial flux e-motor** on a large scale from 2025.

On Power Electronics, the Group will extend its value chain control by integrating the inverter, DC-DC and the onboard charger (OBC) into a unique box produced in-house. With a compact design, this One Box Project will be **800V compliant, with less parts to reduce the cost**, and will be used across all platforms and powertrains (BEV, HEV, PHEV) for further scale effect. Power modules for inverter, DC-DC and OBC will rely respectively on silicon carbide (**SiC**) and Gallium Nitride (**GaN**) thanks to our strategic **partnership signed with STMicroelectronics**.

On top of these new technologies, the Group is also working on a more **compact e-powertrain** called the all-in-one system. This e-powertrain consists in integrating the e-motor, the reducer and the power electronics (One Box Project) in a single package: enabling **-45% volume** in total (equivalent to the volume of the current-generation Clio fuel tank), **-30% cost** of the overall powertrain (this saving in value being the equivalent of the e-motor cost), and **-45% on wasted energy** on WLTP giving an extra EV range of up to 20km.

EV-native platforms: delivering high efficiency & optimum range at competitive cost

With **CMF-EV** and **CMF-BEV** the Group capitalizes on its 10 years of EV experience making dedicated EV platforms.

For the **C and D segment**, the **CMF-EV** platform offers an enhanced driving pleasure with unparalleled performances. This platform will represent **700.000 units at the Alliance** level by 2025. CMF-EV offers a range up to **580 km WLTP** with very low energy consumption. This performance is the result of the deep knowledge of Renault Group's and Nissan's engineers working on reduced friction, weight reduction and a **state-of-the-art thermal management.**

The architecture pushes the boundaries enabling **greater roominess** with all the technical elements in the engine bay and removes all crossing cables from the rear to the front and **reduces weight and cost**. The heating ventilation and air conditioning is also located in the engine bay, allowing a thinner dashboard design.

In addition to these enhancements CMF-EV offers **great driving pleasure** thanks to its low centre of gravity and ideal weight distribution, a very low steering ratio

allowing quick vehicle response and a multi-link rear suspension. The All-new MéganE produced in Douai is based on the CMF-EV platform.

For the B-segment, CMF-BEV will allow the Renault Group to make affordable BEVs for everyone. This brand new platform will **reduce the vehicle cost by -33%** compared to the current generation ZOE. This has been achieved with the interchangeability of the battery module, a right-sized powertrain of 100kW at lower cost, and all non-EV components caried-over from the CMF-B platform and its 3 million vehicles per year by 2025. CMF-BEV will be affordable with great performances offering up to **400km in WLTP**, with no compromise on design, acoustics and driving behaviour. This platform will also feature the Group's innovation Plug & Charge base on the NF-C 15118 regulation.

Operations: making competitive electric vehicles made in France

On June 9th, 2021, the Group announced the creation of Renault ElectriCity to offer cars "**made in France**". This new legal entity in northern France gathers the three Renault plants of **Douai, Maubeuge and Ruitz**, as well as a strong ecosystem of supplier facilities. As early as 2024, it will be supplied with cost-competitive batteries by the gigafactory of Envision-AESC in Douai. Ideally located, it is **in the heart of European BEV demand**, as France, United Kingdom, Germany, Italy, and Spain will represent around two thirds of the total in 2025.

Embodying a successful transition from traditional, internal-combustion engines into electric powertrains, this industrial ecosystem involves the creation of **700 new jobs by the end of 2024**. Together with AESC Envision and Verkor, Renault Group will create **4,500 direct jobs in France by 2030**.

Being the largest production centre dedicated to electric vehicles in Europe, this single entity enables Renault Group to make these plants the most competitive and efficient production unit for electric vehicles in Europe, with **400,000 vehicles produced per year by 2025 and production cost downsized to ~3%** of the value of the vehicle.

Battery lifecycle: generating additional value throughout the lifecycle

Renault Group is the first carmaker to act on the entire life cycle of the battery. It has developed solid expertise and goes even further with **Mobilize** to increase their durability, extend their uses and generate additional value at each step of the lifecycle.

- During the **first life** of the battery in the vehicle, the Group is developing solutions for **Vehicle-to-grid** (also called V2G) that enable energy to be pushed back to the power grid from the battery of an electric car. Grid operators are very interested in these power storage solutions brought by car battery to balance load at all times. This way, a car connected 8 hours per day could generate a value potentially up to **400 euros per year** through V2G, allowing EV drivers to offset part of their annual leasing cost and Renault to capture recurrent profits related to car fleets.

- At the end of their first life in the vehicle, batteries may still contain around two thirds of their capacity and can be reused for a **second life**. Mobilize is developing

new applications around **stationary battery storage** to manage punctual power needs, mobile electricity storage or generators for use in other industries. Renault is pioneering this market and has defined a unique industrial setup to lead this market in Europe : the **collection** of end-of-life batteries with the support of its dealer network, the ability to **appraise the fair value** of batteries thanks to real-time technical monitoring, and the industrial **capacity to refurbish batteries** at competitive prices and **repackage** the upcoming 250 000 units of Zoe leased batteries.

Expanding the value chain, the Group plans to collaborate with car rating agencies so that the **residual value** of batteries is taken into account in used-car market transactions **for a value up to 500 euros per car.** To reassure owners of second-hand electric vehicles, Mobilize will offer '**health certificate**' (for State Of Health monitoring), battery warranty extension contracts, and trade-in offers made possible by the connected vehicle.

- **End-of-life**: Through its subsidiary Indra and longstanding partnership with Veolia, the Group benefits from a **robust know-how in EV battery collection and recycling**. It has already recycled 75 MWh cumulated capacity in batteries half of which in 2020 only. Going even further, the Group is deploying retrofitting, battery re-using, dismantling and recycling facilities through its Re-Factory **project in Flins** with the objective to generate more than **1 billion euros of turnover** from end-of-life and recycling activities by 2030. Going further in recycling, the consortium recently announced with Solvay and Veolia enables the recovering of strategic battery materials such as cobalt, nickel and lithium with a very high efficiency and battery-grade quality, so they can be reused in the production of new car batteries.

Evolutions in its overall battery collection and recycling process will allow Renault Group to **divide the net cost of recycling by three by 2030**, and secure an alternative and sustainable sourcing of battery materials at a competitive cost for part of its needs, while preserving these natural resources.

Line-up: Electro-pop cars

The Group will make the best out of its dedicated EV platforms, launching **10 new battery-electric vehicles by 2025**, seven of them will be for the Renault brand. The iconic Renault 5 with a modern and electric twist will be made in Northern France, from battery to e-powertrain to assembly, on the brand-new CMF-BEV platform, by Renault ElectriCity.

The Group will also revive another magic, **iconic star currently named '4ever'** signifying the intention to make it a timeless classic. Renault Group will also **muscle-up on an all-electric C-segment**, firstly with the **All-new MéganE next year**. On the avant-garde, the **Alpine 'dream garage'** unveiled in January is coming true, starting in 2024.

The Renault brand aims to have the **greenest mix in the European market in 2025**, with over 65% of electric and electrified vehicles in the sales mix and up to 90% battery electric vehicles mix in 2030.

Visit our digital platform for an immersive electric experience & discover additional news after the event: https://renaulteways.com More photos of the « Renault eWays ElectroPop » event downloadable from the Renault Group media website at 12:00 pm (CET) on June 30th, 2021.

- **16, July 2021: Worldwide sales results 1st half 2021**

• Renault Group's worldwide sales are up 18.7% in the first half of 2021 compared with 2020.
• Renault Group confirms the continuation of a selective sales policy favouring growth in profitable volumes.
• The Renault brand recorded an 18.5% increase. The E-TECH range has been a great success, with one in four Renault passenger cars sold in Europe. For Arkana, one in two sales is an E-TECH version.
• The Dacia brand reported 24.5% growth thanks to the renewal of the range, Driven by New Sandero, the best-selling vehicle within the retail market in Europe.
• The LADA brand saw its sales increase by 41.1% worldwide and by 51% in Russia, reinforcing its first place with a 23% market share, the best result of the last ten years.
• The Group's order backlog in Europe at the end of June 2021 amounts to 2.5 months' sales, supported by the attractiveness of the Renault E-TECH offering, light commercial vehicles, New Dacia Sandero and Dacia Spring 100% electric.
• The Group is on track to meet its CAFE targets in 2021.

Boulogne, 07/16/2021

In an environment still disrupted by the COVID-19 pandemic, Renault Group sold 1,422,600 vehicles in the first half of 2021, up 18.7% on 2020, but down 24.2% on the first half of 2019.

Throughout the first half, the Group continued to pursue a selective sales policy favouring profitable volume growth in its various markets.

Renault brand
The Renault brand sold 901,500 vehicles worldwide, up 18.5% on the first half of 2020. Growth resumed in all key countries. The share of European sales was 59%. In the five main European countries (France, Germany, Spain, Italy and the United Kingdom), the share of sales to retail customers now represents 40%, up nearly 2 points compared to 2019, the pre-crisis situation.

In Europe, the Renault brand sold 532,161 vehicles (+13.2%), representing a market share of 7%. This performance was driven by strong growth in sales of E-TECH electric and electrified passenger cars (91,869 vehicles, up 149%). In addition, with nearly 20,000 orders in three months of sales, Arkana has enabled a successful return to the C segment. In a light commercial vehicle market that grew by 42.3%, Renault increased its market share by 0.4 points to 14.4%.

In key countries outside Europe, the Renault brand returned to growth thanks to successful launches: Kiger in India (up 86.6%), Duster in Russia (up 36%) and in Latin America, including Brazil, which grew by 15.9%.

Dacia and LADA brands

The Dacia brand sold 262,814 vehicles (+24.5%), boosted by the success of New Sandero, the best-selling vehicle for retail customers in Europe. Dacia Spring, the affordable electric car, is off to a strong start, with more than 15,000 orders already placed for deliveries scheduled for this fall. Dacia is continuing to renew its entire range: after New Sandero and Logan at the end of 2020, New Duster has been revealed in June 2021, and the brand will be presenting its all-new 7-seater family and multi-purpose model at the Munich Motor Show in September.

In Russia, the LADA brand sold 200,219 vehicles (+51%) in Russia and strengthened its number one position with a 23% market share, the best result in the last ten years. Four LADA models are in the top 10 of sales in Russia: Granta is in first place (72,787 vehicles), Vesta in second place (57,031 vehicles), NIVA including the new Travel model and the new Largus launched in March.

- **28th July, 2021 – Nissan contributes € 173 million for second quarter 2021 to Renault Group's earnings**

Nissan contributes €173 million for second quarter 2021 to Renault Group's earnings Nissan released today its results for the first quarter of fiscal year 2021/2022 (April 1 st , 2021to March 31 st , 2022). Nissan's results, published in Japanese accounting standards, for the first quarter of fiscal year 2021/2022 (April 1 st to June 30 th, 2021), after IFRS restatements, will have a positive contribution to Renault Group's second quarter 2021 net income estimated at €173 million (1) .

(1) based on an average exchange rate of 131.9 yen/euro for the period under review

- **30th July 2021- 2021 first half results. Renault group is ahead of its "Renaulution" Plan**

• Renault Group should achieve its target of €2 billion cash fixed cost reductions one year ahead of schedule: €1.8 billion have already been achieved of which €0.6 billion during this first half compared to 2019.

• Strong positive net price effect (+8.7 points on the Automotive excluding AVTOVAZ revenues), reflecting the implementation of the new commercial policy as part of "Renaulution".

• Group operating margin at 2.8% compared to -6.5% in the first half of 2020.

• Positive Automotive (including AVTOVAZ) operating margin improving by more than €1.7 billion compared to the first half of 2020, despite the pandemic and the components crisis.

• Global sales up 18.7% in the first half of 2021 compared to the first half of 2020 but still down -24.2% compared to the first half of 2019.

• Group revenues up 26.8% at €23.4billion.

• Net result positive at €368 million.

• Automotive operational free cashflow close to breakeven (-€70 million).

• Reduction of the Automotive net debt by€0.8 billion and Automotive liquidity position at €16.7 billion at June 30, 2021.

• Despite the uncertainties in demand, the continuing negative effects of the components crisis which could lead to a production loss of about 200,000 units over the year and rising raw materials prices, Renault Group is aiming to reach a full year operating margin rate ofthe same order as the one of the first half.

• In line with environmental challenges, the Group's ambition is to achieve carbon neutrality in Europe by 2040 and confirms it is on track to meet its CAFE target in 2021.

Luca de Meo, CEO of Renault Group declared: « these results are the fruits of our strategic Renaulution plan, focused on profitability. They mark only the first step in our turnaround, which should accelerate with the arrival of the new vehicles in preparation. I would like to thank all our employees for their commitment in achieving these results».

Clotilde Delbos, CFO of Renault Group declared: « we have taken an important step in the restoration of our key financial indicators, notably thanks to the return close to breakeven of our free cashflow this semester. Our strong liquidity position allows us to pursue our recovery with serenity».

Boulogne-Billancourt, 7/30/2021 – **Group revenues** reached €23,357 million, up 26.8% compared to the first half of 2020. At constant exchange rates and perimeter *(1)* , Group revenues would have increased by 31.8%.

Automotive excluding AVTOVAZ revenues amounted to €20,339 million, up 29.3% compared to the first half of 2020. The recovery of the automotive market is contributing +23.7 points. The implementation of the new commercial policy, focusing on profitable volumes, led to a positive net price effect of 8.7 points and a negative « volume performance » of -8.7 points.
The currency effect was negative -3.9 points mainly linked to the devaluation of the Argentinian peso, the Russian Ruble,the Turkish lira and the Brazilian real.
The product mix effect is positive by +2.9 points, thanks to the success of the launch of Arkana which marks the brand's come back in the C-segment, and to the performance of light commercial vehicles.
The "Others" effect, positive by +6.8 points, came from the increase in the contribution of parts and accessories and the recovery of the network business, which was heavily impacted by the confinement measures in the first half of 2020.

The **Group** recorded a positive **operating margin** of €654 million representing 2.8% of revenues compared to -€1,203 million in the first half of 2020.

The **Automotive excluding AVTOVAZ operating margin** was up +€1.6 billion to

-€41 million. Volume and sales to partners effect had a positive impact of €487 million. Mix/price/enrichment effect was positive €599 million thanks to the impact of the new commercial policy in Europe and price increases in emerging countries to cover forex impact in the first place.
The "productivity" effect (purchasing, warranty, R&D, manufacturing and logistics, G&A) was positive €219 million notably thanks to the performance of purchasing (€143 million). Currencies and raw materials weighed respectively for -€70 million and -€76 million.
The "Others" effect amounted to +€454 million explained notably by the impact of the recovery of the dealers' business and the aftersales activity.

(1) In order to analyze the change in consolidated revenues at constant exchange rates, Renault Group recalculates revenues for the current period by applying the average exchange rates of the previous period

The operating margin of AVTOVAZ amounted to €118 million up +€120 million, mainly reflecting the increase in volumes and prices compared to the first half of 2020.

Sales Financing contributed €593 million to the Group operating margin compared with €469 million in the first half of 2020. This increase is mainly due to the improvement in the cost of risk. The total cost of risk reached 0.16% of the average performing assets compared to 0.99% in the first half 2020 reflecting the return to normal market conditions and the favourable update of the provisioning at the end of June 2021. Operating expenses represented 1.35% of average performing assets compared to 1.29% in the first half of 2020. This increase is explained by the sharp drop in average network performing assets in connection with the strategy of optimising vehicle stocks.

Other operating income and expenses stood at -€83 million mainly explained by provisions for restructuring costs (compared to -€804 million in the first half of 2020).

After taking into account the other operating income and expenses, **Group operating income** came to €571 million compared with -€2,007 million in the first half of 2020.

Net financial income and expenses amounted to -€163 million, compared with -€214 million in the first half of 2020.

The contribution of associated companies came to €160 million, compared with -€4,892 in the first half of 2020. It is worth noting that Nissan contribution in the first half 2020 included -€4,290 million of impairments and restructuring costs (including -€1,934 million of IFRS restatements).

Current and deferred taxes represented a charge of -€200 million compared with a charge of -€273 million in the first half of 2020.

Net income reached €368 million and net income, Group share totalled €354 million (€1.30 per share compared with -€26.91 per share in the first half of 2020).

Automotive operational free cash flow was negative at -€70 million after taking into account -€302 million of restructuring expenses, a positive free cash flow for AVTOVAZ of €294 million and a negative impact of the change in working capital requirement for -€410 million. Cash flow excluding AVTOVAZ and restructuring expenses amounted to €1.8 billion (compared to €22 million in the first half of 2020).

Investments in the first half of 2021 amounted to €1.5 billion compared to €2.5 billion in the first half of 2020.

At June 30, 2021, **total inventories** (including independent dealers) represented 427,000 vehicles compared with 547,000 at the end of June 2020.

The Automotive activity at June 30, 2021 held €16.7 billion of **liquidity reserves**.
The Automotive net debt stood at €2.7 billion at June 30, 2021 down -€0.8 billion compared to the first half of 2020.

2021 Outlook

Despite the uncertainties in demand, the continuing negative effects of the components crisis which could lead to a production loss of about 200,000 units over the year and rising raw materials prices, Renault Group is aiming to reach a full year operating margin rate of the same order as the one of the first half.

Renault Group consolidated results

In millions euros	H1 2019	H1 2020	H1 2021	Change H1 2021/ H1 2019	Change H1 2021/ H1 2020
Group revenues	**28,050**	**18,425**	**23,357**	**-16.7%**	**+26.8%**
Operating margin	**1,654**	**-1,203**	**654**	**-1,000**	**+1,857**
% of revenues	*5.9%*	*-6.5%*	*2.8%*	*-3.1 pts*	*+9.3 pts*
Other operating income and expenses	**-133**	**-804**	**-83**	**+50**	**+721**
Operating income	**1,521**	**-2,007**	**571**	**-950**	**+2,578**
Net financial income and expenses	**-184**	**-214**	**-163**	**+21**	**+51**
Contribution from associated companies	**-35**	**-4,892**	**160**	**+195**	**+5,052**
o/w : NISSAN	-21	-4,817	100	+121	+4,917
Current and deferred taxes	**-254**	**-273**	**-200**	**+54**	**+73**
Net income	**1,048**	**-7,386**	**368**	**-680**	**+7,754**
Net income, Group share	**970**	**-7,292**	**354**	**-616**	**+7,646**
Automotive operational free cash flow	**-716**	**-6,375**	**-70**	**+646**	**+6,305**

Additional information

The condensed half-year consolidated financial statements of Renault Group at June 30, 2021 were reviewed by the Board of Directors on July 29, 2021. The Group's statutory auditors have conducted a limited review of these financial statements and their half year report will be issued shortly. The financial report, with a complete analysis of the financial results in the first half of 2021, is available at www.group.renault.com in the Finance section.

- **09th August 2021- Geely Holding Group and Renault Group to sign MOU on joint cooperation in China and South Korean Markets**

• Geely Holding and Renault Group have signed a MOU to accelerate 'Renaulution Plan' in China and South Korea.
• In China, both partners will jointly introduce Renault-branded hybrid vehicles.
• In South Korea, Geely Holding and Renault Group will explore localization of vehicles based on Lynk & Co energy efficient platforms.
• Geely Holding and Renault Group will enhance their competitive advantages in technology and industrial systems to create leading mobility experience.

9th August 2021, Hangzhou China and Paris France. Renault Group, a global company with French roots and 120 years of history in the automotive industry, and Geely Holding Group, China's largest privately-owned automotive group, today jointly announced an MoU framework agreement to create an innovative cooperation.

The cooperation, focused on China and South Korea as initial key core markets, will allow Renault Group and Geely Holding to share resources and technologies. The focus will be on hybrid vehicles in the fast-growing Asian markets.

Following the adoption by Geely Holding's opensource strategy for its full vehicle architectures, Geely Holding will partner with Renault Group in the Chinese and Korean markets.

In China, based on Geely Holding's existing technologies and mature industrial footprint, both partners will jointly introduce Renault- branded hybrid vehicles. Renault will contribute on branding strategy, channel and service development, defining appropriate customer journey.

In South Korea, where Renault Samsung Motors has over two decades of experience, the MoU allows Renault Group and Geely Holding to jointly explore localization of vehicles based on Lynk & Co's energy-efficient vehicle platforms for local markets.

Both partners will continue to explore in-depth further potential, under the spirit of open and innovative partnership mode.

About Geely Holding Group

Geely Holding Group (Geely Holding) is a global automotive group that owns several well-known international automotive brands, with operations spanning the automotive value chain, from research, development and design to production, sales and servicing. Founded in 1986 by Li Shufu, the company's Chairman, in the city of Taizhou in China's Zhejiang province, Geely Holding launched its automotive business in 1997 and is now headquartered in Hangzhou, China. The Group is comprised of five main businesses: Geely Auto Group, Volvo Car Group and Geely New Energy Commercial Vehicle Group, Geely Technology Group, Mitime Group. Its brands include Geely Auto, LYNK & CO, Geometry, Volvo Cars, Polestar, London Electric Vehicle Company (LEVC), Farizon Auto, PROTON, Lotus, and Terrafugia. Geely Holding sold over 2.1 million vehicles in 2020, with Volvo Cars sales reaching 661,713 units globally and Geely Auto Group's Hong Kong listed entity reporting sales reaching 1,320,217 units. Geely Holding employs over 120,000 people globally and has been listed in the Fortune Global 500 for the past ten years.
http://www.zgh.com

GENERAL INFORMATION

The paragraph (7) “No Significant Change in the Issuer's Financial or Financial Performance” of the section "General Information" appearing on page 108 of the Base Prospectus is hereby replaced with the following:

“Except as disclosed in this Base Prospectus (including in the sections entitled "Risk Factors" and with respect to the impact of the sanitary crisis resulting from the coronavirus (COVID-19)), as supplemented (including the documents incorporated by reference therein), there has been no significant change in the financial position or financial performance of the Issuer or the Group since 30 June 2021.”

PERSON RESPONSIBLE FOR THIS SUPPLEMENT

The Issuer confirms that, to the best of its knowledge, the information contained in this First Supplement is in accordance with the facts and does not omit anything likely to affect its import.

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

Dated 3 September 2021

Autorité des marchés financiers

This First Supplement to the Base Prospectus has been approved on 3 September 2021 by the AMF, in its capacity as competent authority under Regulation (EU) 2017/1129.

The AMF has approved this document after having verified that the information it contains is complete, coherent and comprehensible within the meaning of Regulation (EU) 2017/1129.

This approval is not a favourable opinion on the Issuer described in this First Supplement.

This First Supplement obtained the following approval number: 21-380.