

An aerial photograph showing a two-lane asphalt road that curves through a lush, green forest. To the left of the road, a river flows, its surface reflecting the surrounding trees and sky. The overall scene is vibrant and natural, emphasizing environmental themes.

**Renault  
Group**

# Renault Group Green Procurement Guidelines

Environmental details of  
Corporate Social Responsibility  
Guidelines for Suppliers

November 2023

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# 1 Introduction

## **The automotive industry is facing major environmental challenges**

- climate change related to greenhouse gas emissions, for which the Paris COP 21 agreement has plotted an ambitious reduction path
- changing modes of production and use
- health, a major concern particularly in cities, which requires reduction of pollutant emissions.
- global biodiversity loss caused by human-induced pressures on ecosystems.

Challenges that need to be addressed and reported with transparency as expected by stakeholders and civil society.

It is against this background that Renault Group have updated the “Green Procurement Guidelines” to ensure that suppliers review their corporate activities from a global environmental perspective and further strengthen their management systems.

## **Full cooperation toward a sustainable mobility with a sustainable supply chain is essential.**

Through these Green Procurement Guidelines, RENAULT Group is encouraging all its suppliers and sub-contractors to enhance Environmental Management in their Corporate Strategy and related action plans to support the Sustainability roadmap of RENAULT Group.

This document aims to be a practical guide for suppliers, on environmental management.

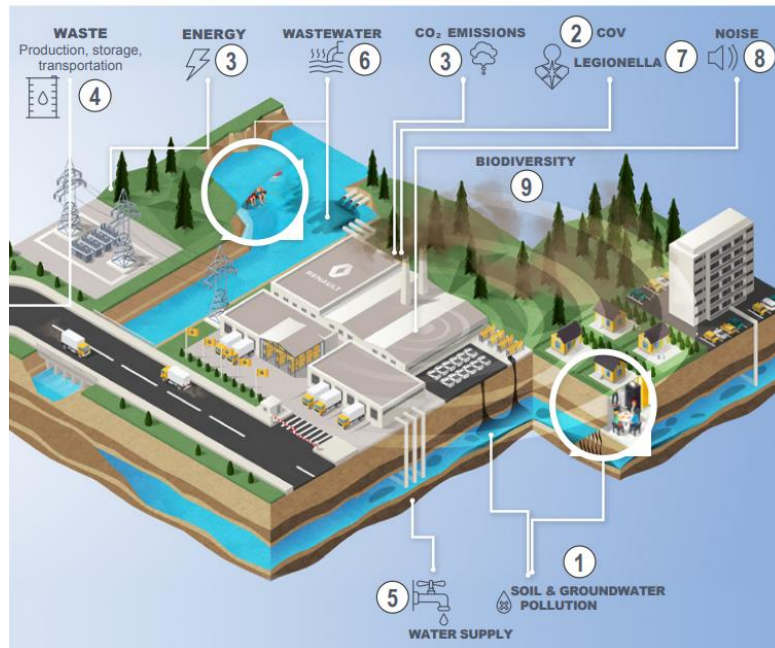
Renault Group encourage its suppliers to cascade and promote these environmental guidelines amongst the full supply chains.

## 2 The References Frameworks

### 2.1 RENAULT GROUP VIGILANCE PLAN

In accordance with applicable legislation, Renault Group identifies and prioritizes the risks its activities pose to the environment. For each of these risks, the Group implements mitigation plans and monitors the effectiveness of the measures put in place. The [Vigilance Plan](#) is yearly updated.

Based on Renault Vigilance Plan, the main environmental risks that may impact ecosystems or human health and that may result from Renault Group's operating sites are shown the graphic below:



### 2.2 RENAULT GROUP ENVIRONMENTAL POLICY

Renault Group has had an environmental policy since the late 1990s. It applies throughout the vehicle lifecycle, from design to end of life, and is fully in line with the company's strategic plan.

The Renault Group environmental policy commit to contribute to value creation through innovative mobility solutions, circular economy, to contribute to the competitiveness and protection of tangible and intangible assets, to prevent and reduce the environmental footprint, to implement environmental management across the Group in order to ensure continuous improvement and compliance with regulations and voluntary commitments, and to ensure transparent and responsible communication and stakeholder dialogue.

4 actions fields address the major environmental issues:

- climate change and energy efficiency (greenhouse gas emissions),
- resources and competitive circular economy approach
- health and substances (pollutant emissions)
- biodiversity and ecosystems (pressure factors on nature & live).

# RENAULT GROUP ENVIRONMENTAL POLICY

## COMMITMENTS

### CREATING VALUE

Contribute to the creation of new sources of income and profit through innovative mobility solutions and circular economy activities, contribute to the competitiveness and protection of tangible and intangible assets.

### PREVENTING AND REDUCING

Prevent and continuously reduce the environmental footprint of activities, services and products throughout their lifecycle.

### STEERING

Implement environmental management across the Group and throughout the value chain in order to ensure continuous improvement and compliance with regulations and voluntary commitments.

### ENGAGING AND COMMUNICATING

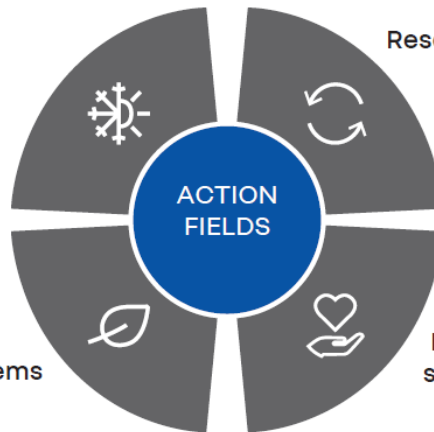
Ensure transparent and responsible communication and stakeholder dialogue.

Climate change and energy efficiency

Resources and competitive circular economy

Biodiversity and ecosystems

Health and substances



On line [URD](#) page 166

### 2.2.1. Climate Change & Energy efficiency

Renault Group has a Climate Plan toward the ambition of carbon neutrality in Europe by 2040 and worldwide by 2050.

Engaging all its suppliers in active efforts to reduce their own environmental footprint is a priority for Renault Group's climate strategy.

Raw material extraction and parts manufacturing is the second contributor to RG carbon footprint (17% of a Group vehicle's carbon footprint in 2022) only to well-to-wheel emissions.

Renault Group has set a **target of reducing CO2e/kg emissions** in the parts and materials supply chain by 30% by 2030 compared with 2019 and by 35% by 2030 compared with 2019 for batteries.

To achieve this, Renault Group is working with its **suppliers** on six priority areas for improvement:

- Area 1: Set up a carbon **footprint assessment** system using outside surveys conducted by an **accredited CDP supply chain** organization.
- Area 2: Require suppliers to make CSR **commitments** and have their performance **assessed** by an outside organization.
- Area 3: Identify the six highest-emitting commodities (materials and parts) and implement a joint action plan with suppliers to **design a lower-GHG process**.

- Area 4: Co-develop a co-innovation policy to invent **new technologies** to meet future regulations and consumer expectations.
- Area 5: Increase **local sourcing** for production plants.
- Area 6: Establish internal **carbon pricing** for the selection of materials and other procurement decisions.

Concerning energy efficiency, after having tested the method internally in its own factories, Renault Group has provided its suppliers with an “Energy Guidebook” to help them deploy the levers necessary to achieve energy sobriety and carbon footprint decrease.

### 2.2.2. Resources and circular economy

Reducing the consumption of virgin materials is a key objective, both on an ecological and economic <sup>2</sup>their availability for future generations.

To minimize its contribution to resource depletion and environmental impacts associated to the extraction and processing of raw materials, Renault Group is striving to implement circular economy principles at all stages of its vehicles’ life cycle.

#### Eco-design and production

Renault Group implements eco-design standards for both vehicles and batteries, including frugal use of critical materials, incorporating recycled materials, considering vehicle dismantling and end-of-life recycling from the design stage.

The Group has set itself the **target of increasing the share of recycled materials in its new vehicles** worldwide, all materials, in mass (target available in the integrated report, KPI Eco-design E4 p.22, [here](#))

The company also strives to improve the efficiency of industrial processes to optimize resource use, minimize waste generation and maximize waste recycling.

#### After-Sales

Offering our customers, a wide range of qualitative, affordable, low-carbon and resource-efficient after-sales products and services is a priority for Renault Group

This includes extending the lifespan of vehicles and components by offering circular economy parts and services, whether provided by Renault Group and its affiliates (Refractory, The Future is Neutral...) or by **external suppliers / renovators**. These are classified in 3 categories:

- **REMANUFACTURING:** Remanufactured parts that are disassembled and rebuilt as new, according to the manufacturer’s specifications. Remanufactured parts range covers powertrain, turbos, clutches, starters, transmissions, flywheels, alternators, compressors, steering wheels
- **REPAIR/ RECONDITIONING:** Parts that are repaired or reconditioned after diagnosis to guarantee their good working condition. Repair parts range covers electronic parts, tires, batteries
- **REUSE:** Reused spare parts that are supplied by dismantling centers.

This can also include eco-designed products, sharing solutions, low-consumption consumables and equipment, products made of recycled materials, products and services that limit air pollution and enhance the health and well-being of our customers and employees.

Finally, the After-Sales business is also working on extending the usage of vehicles over the time by developing upgrade or retrofit solutions.

Suppliers are strong contributors to our After Sales strategy and are requested to support it by developing or promoting Sustainability and Circular Economy, disclosing detailed information on the environmental impacts of the products & services provided (see guidelines section for further details).

#### **End-of-life vehicles and parts collection, reuse/refurbishing, and recycling**

Collection is an essential step in the recycling of end-of-life products. In addition to its regulatory obligations, Renault has chosen to invest directly in the collection and processing networks for ELVs (end-of-life vehicles) in France (45% of the Group's European end-of-life vehicles are located here due to Renault's long-term establishment in the country) to retain economic and technical control of material flows.

In 2022, Renault created "THE FUTURE IS NEUTRAL," which aims to bring together all the existing expertise of the Group and its partners in this activity. This new entity offers short-loop recycling solutions at every stage of a vehicle's life: supply of parts and raw materials, production, use, and end of life, with the ambition of taking recycling into a new era and becoming the European leader in the automotive circular economy.

For more information, please consult THE FUTURE IS NEUTRAL website: click [here](#)

Lastly, Renault Group also gives a second life to the batteries of its electric vehicles, which can be reused at the end of their first life on the vehicle and before they are recycled: the subsidiary Mobilize develops and implements with its partners numerous non-automotive energy storage applications.

#### **Refactory, the first European factory dedicated to the circular economy of mobility**

In November 2020, Renault Group announced the creation of the Refactory at its site in Flins. This project is part of the Group's transformation strategy and builds on its pioneering commitment to the circular economy. It aims to develop a competitive industrial model for sustainable mobility, based on the value-creation potential generated by a vehicle throughout its life. The roll-out of the new activities, initiated in 2021, will continue until 2025. For more information about Refactory and associated activities (ReTrofit, ReEnergy, ReCycle, ReStart): click [here](#)

### **2.2.3. Health and Substances**

To protect both its employees and the environment in which they work, the Group signed a Health and Safety policy in September 2022 with the aim of achieving zero work-related accidents and illnesses. One of the means is the substitution of dangerous products and processes with less dangerous ones.

#### **Substances compliance and strategy beyond**

The Renault Group ambitious substances strategy is based on two main principles to ensure that Renault Group's vehicles are at the top of the automotive market.

- traceability
- continuous improvement

At the design step of a new car, the substances not to be used in the parts are contracted which each supplier. The **standard** RNES-B-00027 prohibits 3000 substances not to be used in the parts.

During the design phase of the car, the substances contained in each part are progressively **registered** in the IMDS database that each supplier fills out.

The IMDS database is a free online system that allows every supplier in the automotive supply chain to report the materials and substances that make up the parts and components they manufacture.

IMDS ensures the traceability of all the regulated substances in all the parts of all the cars sold by Renault, **including recycled and critical raw materials content.**

The substances to be reported are listed in the **standard** RNES-B-00027 : 4500 substances have to be declared by the suppliers.

The large majority of these 4500 substances are not regulated. Renault decided to anticipate the knowledge of their presence in order to draw the attention of its suppliers to the need to use other non-toxic substances.

The suppliers are encouraged not to use these substances and prepare their substitution.

At the vehicle homologation step, few months before start of the sales of the car, all the substances are checked according the more recent regulations.

Continuous improvement is the most innovative aspect: Renault Group goes further than the substance standard of automotive industry GADSL (Global Automotive Declarable Substance List) and bans the most toxic substances in advance, **7 years ahead of their regulatory ban** by REACH (Registration, Evaluation, Authorisation and restriction of Chemicals).

### **Management of substances in chemical products and in manufacturing process**

In the 90's, RENAULT set up a standard listing the prohibited substances or substances subject to use restrictions to be respected by all suppliers: **this standard is referenced 00-10-050**. Since then, this standard has evolved regularly and once a year. In addition to considering regulatory requirements (REACH, POP, etc.), the Group bans in advance in its sites the most dangerous substances such as "CMR 1" substances and mixtures, those ones entering the restriction or authorisation processes and those mentioned in the Taxonomy regulation.

This standard applies to all Renault activities worldwide: manufacturing, after-sales, facilities maintenance, and engineering activities.

Renault Group commits to reduce the number of hazardous chemicals used on Group sites by 50% between 2021 and 2030.

Any supplier of chemical products will have to comply with the requirements of the standard to be referenced on a global scale; in all countries where Renault SAS or one of its subsidiaries operates or is in the process of doing so. The standard is available in the Portal B2B: click [here](#)

### **Customer information**

Renault Group **disclose** the substances of very high concern present in the parts of vehicles on Renault Group [REACH regulation](#) web page and in ECHA SCIP database.

### **Volatile organic compounds (VOCs) policy**

Renault Group has implemented a joint material emission policy for their vehicles, which aims to minimize the emission of volatile organic compounds (VOCs) and odors from materials used in the car cabin.

Renault requires limits on the material emissions of VOCs and odors. The limits are based on the most stringent regulations worldwide. The policy sets out testing methods to ensure that the limits are met and that the materials are safe for occupants.

Renault Group developed the use of low-emission materials. Renault Group also conducts regular testing to monitor emissions.



### **Noise policy**

The Group makes active efforts to limit and reduce noise pollution from its activities by working to control “noise” at existing and new facilities, right from the project phases, regardless of whether they are linked to a new vehicle or a new building.

The Group aims to do this by conducting extensive studies on the impact of noise (3D modeling), by selecting high-performance materials with this goal in mind, and by implementing soundproofing measures.

These measures are focused on all types of extraction chimneys, boilers, metal drops and logistics-related activities, which generally constitute the main sources of external noise across our industrial sites

#### **2.2.4. Biodiversity and ecosystems**

Renault Group is committed to measuring, avoiding, reducing, and offsetting its impacts on biodiversity and ecosystems, aiming for no net loss or a net gain of biodiversity.

### **Biobased materials policy**

In 2022, Renault Group has adopted a Biobased Materials Policy to ensure that the expected gains in terms of carbon footprint reduction do not lead to undesirable effects on humans and ecosystems, such as competition with food, deforestation, loss of marine and terrestrial biodiversity, and pollution. We require potential suppliers to demonstrate that risks have been identified, assessed, and controlled. Each biobased material proposal must now be approved by a dedicated internal committee before implementation in cars. In any case, in order not to contribute to food competition, Renault Group’s policy is to refuse biobased materials containing Generation 1 biomass.

The standard is available in the Portal B2B: click [here](#)

## **2.3 RENAULT GROUP CORPORATE SOCIAL RESPONSIBILITY GUIDELINES & GLOBAL FRAMEWORK AGREEMENT**

The [RENAULT Corporate Social Responsibility Guidelines](#) aim to encourage suppliers to review their corporate activities from a CSR perspective and to take clear action to improve their governance and performance where necessary, and specifically for environment on:

- Air including GHG emissions
- Water, with seabed and marine environment, water access pollution, use, & quantities (flooding or droughts)
- Soil, including soil pollution, soil erosion, land use and land degradation
- Biodiversity, including damage to habitats, wildlife, flora, and ecosystems, including ecosystem services.
- Hazardous substances, Waste and Residues
- Noise and Vibration impact & Energy use

**For each pillar of environment**, the Corporate Social Responsibility Guidelines expect suppliers to

- **Comply** with current laws
- Try to **anticipate** changes or trends in law in each country or region
- **Manage** continuously the **prevention**, the **improvement**, and the **reduction of impacts**
- Record and **report** in accordance with applicable laws and/or if information is requested by Renault Group

# 3 Green Procurement Guidelines for suppliers

As stated in the Renault Group CSR Guidelines, the Green Procurement Guidelines constitute, the expectations toward suppliers regarding responsible business conduct on environmental fields. Renault Group consider those requirements are necessary for:

- successful deployment of the environmental strategy,
- achievement of key commitments,
- and compliance with all applicable current & upcoming reporting and regulatory deadlines, in each country and each region

These guidelines establish a basis for a sustainable business relationship between Renault Group and its suppliers

## 3.1 ENVIRONMENTAL MANAGEMENT

- 3.1.1. Comply with current laws, prepare upcoming regulations (Corporate Sustainable Due Diligence Directive, CSRD, etc) and try to anticipate changes or trends in law in each country or region
- 3.1.2. Build and **continuously** operate and improve companywide management scheme for pursuing a wide range of environmental activities
- 3.1.3. Establish an efficient environmental **Management** System (EMS) and ISO 14001 **certification** (or European label EMAS) and report ISO 14001 certificate & report of audit, based on Renault demand
- 3.1.4. Evaluate **Life Cycle Assessment** to proactively propose (along the year or through new sourcing) evolutions or innovative solutions reducing potential carbon level and environmental impacts (including product use) to improve this impact
- 3.1.5. Provide LCA of products / services provided to Group Renault (with detailed assessment hypothesis)
- 3.1.6. **Cascade and deploy these principles through your environment strategy to your own supply chain, work in cooperation with Tier-N suppliers to expand further upstream** to reduce the environmental impacts over the product life cycle and to ensure that delivered parts comply with Renault requirements

## 3.2 RESOURCES SAVING AND WASTE REDUCTION

- 3.2.1. **Comply** with the laws of each country and region regarding proper disposal and recycling of waste
- 3.2.2. **Strive** to reduce **resources** consumption, waste generation by using resources effectively (including packaging)
- 3.2.3. Reduce dependency on **rare earth** elements and other **critical raw materials** by working on reduction and substitution solutions, use of recycled materials and closed loop recycling.
- 3.2.4. Apply **circular economy principles** in product & services offers including
  - Consider parts repairability / reconditioning / reuse requirements and recycling constraints from the start of parts design (eco-design) and development including After-sales business
  - Provide Remanufactured, Repair / Reconditioned, or Reused products or services. If suppliers are not able or willing to provide such Circular Economy offers by themselves on their products, they must enable Renault Group and its affiliates (The Future is Neutral...) or any third party of their choice or Renault Group's choice to produce them by sharing the necessary technical information and components.
  - Enhance recyclability (use recyclable and easy-to-separate materials)
  - Develop solutions to allow replacement/repair of part of the product instead of the whole product
- 3.2.5. Incorporate a continuously growing share of **recycled materials** into products and justify the **recyclability** aspect of the products by supplying the data (recycling constraints, recycling, recovery and reuse channels, data on the recycling of production waste, etc.)
- 3.2.6. Declare in IMDS the recycled content, material by material and part by part, distinguishing post-industrial (or pre-consumer), post-consumer and whenever relevant "end-of-life vehicle" recycled materials
- 3.2.7. Propose **biobased materials** compliant with biobased materials policy (cf. chapter 1.2.4) without affecting the recyclability of its parts
- 3.2.8. Respect Renault **marking** recommendations as defined by RNES-A00001 Material marking specifications

- 3.2.9. Anticipate the European Sustainability Reporting Standards disclosure requirements on waste as
  - total amount (in tons) of waste generated,
  - detailed waste (hazardous and non-hazardous, recycling, incineration, landfilling)
  - total amount and percentage of non-recycled waste
- 3.2.10. Anticipate the European Sustainability Reporting Standards disclosure requirements on natural resources (mineral, metals, fossils) and circular material as
  - material used list, detailed if virgin, reused, recycled, renewable
  - the overall total weight of materials used, in both absolute value (tons and %)
  - total weight and % of materials that have been designed for durability, reusability, repairability, disassembly, remanufacturing or refurbishment, recycling

### 3.3 HEALTH & CHEMICAL SUBSTANCES MANAGEMENT

- 3.3.1. **Comply** with Renault Group Substances standards and policies, which consider all current regulations on substances.
- 3.3.2. Specify and safely manage chemical substances that have the potential to pollute the environment, present risks for employees or vehicle occupants
- 3.3.3. Record and report to authorities the amounts of chemical substances designated by applicable laws
- 3.3.4. Deliver products and materials compliant to Renault Standard RNES-B00027 (which does not seek to replace regulatory texts)
- 3.3.5. Deliver the Safety Data Sheet in the local language and the confidential composition for each chemical technically validated. That information allows Health Department to assess the compliance of the product with the standard 00-10-050 before giving the final approval.

### 3.4 AIR, WATER, NOISE AND SOIL POLLUTION PREVENTION

- 3.4.1. **Comply** with current laws and try to **anticipate** changes or trends in law in each country or region of operation
- 3.4.2. **Prevent** pollution by undertaking continuous monitoring and reduction of pollutants
- 3.4.3. Anticipate the European Sustainability Reporting Standards (ESRS E2) **disclosure requirements** on pollution to air, soil, and water on main pollutants of suppliers and suppliers' subcontractors' activities
  - For **pollution to air**, it is expected to follow and reduce
    - Sox (sulfur oxides)
    - Nox (nitrogen oxides)
    - CO (carbon monoxide) if appropriated
    - PM (particulate matter) (like dust, 'PM10', 'PM2.5')
    - VOCs (volatile organic compounds) or 'NMVOC' (non-methane VOC)
    - ...
  - For **Noise & Vibration**, it is expected to:
    - Comply with current laws and try to anticipate changes or trends in law in each country or region of operation
    - Prevent noise by undertaking continuous monitoring
    - Anticipate the noise impact of your equipment to ensure that noise levels would be compliant towards the neighborhood for plant equipment, ....
  - For other pollutants, it is expected to follow, **report**, and reduce:
    - For soil: inorganic compounds (including Nitrogen & Phosphorous compounds), ...
    - For Water: heavy metals, micro-plastics, nitrate, phosphate, dichlorobenzene, ...
    - All substances of concern (including PFAS) as described in REACH, in UN Persistent Organic Pollutant (POP), in Corporate Sustainability Reporting Directive (CSRD), in Taxonomy, in Battery directive, in Waste directive, in Eco-design & end-of life vehicles (ELV), & UN Plastic Treaty

### 3.5 GREENHOUSE GAS EMISSIONS REDUCTION

3.4.4. **Comply** with current regulations for materials, parts, and batteries

3.4.5. Try to **anticipate** changes or trends in law in each country or region:

- Provide, at least annually, a **cartography** of climate-related risk and opportunity information
- **Commit to the Paris Agreement** by 2040 in Europe and 2050 worldwide, commit to the N°13 United Nations Sustainable Development Goals, and communicate Carbon Neutrality achievement in the medium term

3.4.6. Manage continuously the greenhouse gas emissions reduction roadmap:

- **Develop climate skills** internally (via ISO 14001, ISO 14064, ISO 14067, ISO 14090 for example) and deploy climate change awareness with regular training of all employees
- **Deploy training** and methodology **within supplier supply chain** (parts, material, packaging, logistic...) and affiliates.
- Put in place and communicate to Renault Group a **roadmap of carbon footprint decreases**, to mitigate highlighted risks and catch identified opportunities.
- Strive to manage and **optimize energy consumption & waste** (via ISO 50001 for example), and **use renewable & low-carbon energy** where possible and, communicate progress to Renault Group
- **Achieve Carbon Neutrality** on scope 1 & 2 for 2030.
- Strive to manage and **optimize raw materials consumption & waste, use recycled or low carbon materials** where possible and communicate progress to Renault Group
- Strive to manage and **optimize packaging consumption, emission & waste, use recycled or low carbon materials** where possible and communicate progress to Renault Group
- Strive to manage **eco-design** to limit consumption of raw materials & energy where possible (via ISO 14006 for example)
- **Optimize logistics emissions**, promoting local production of parts & services to reduce transportation impact where possible (via ISO 14083 for example)
- **Report progress plan** starting by low carb electricity, low carb material and recycled materials usage.
- Propose proactively innovations and breakthroughs to reduce carbon footprint of Renault products.

3.4.7. Record and report at both company and product level:

- Set up **internal GHG targets**, based on all scopes 1, 2 & 3 and validate this target via a Science Base Target assessment, and communicate progress to Renault Group
- **Disclose a yearly CDP** (Carbon Disclosure Project) assessment to Renault Group, or equivalent validated by Renault.
- For Bought-Out-Parts, communicate **detailed emissions of each part** or service delivered to Renault Group with the “Carbon Footprint Report” template, available in “Supplier Portal”

### 3.6 BIODIVERSITY & ECOSYSTEM CONSERVATION

3.5.1. Exercise care regarding the impact of corporate activity and parts production, including raw material acquisition on the ecosystem

3.5.2. Anticipate the **reporting on water** as listed in the European Sustainability Reporting Standards (quantity, quality, reduction plan, improvement plan (ex. Total water withdrawals, consumption, discharges, recycled or reused, stored, effluents ...))

3.5.3. Evaluate **dependences** on service provided by nature and **impacts** on the ecosystem to fix priorities

3.5.4. Strive to adopt a “**Measure, Avoid, Reduce, Restore**” approach

3.5.5. Evaluate quality of ecosystems biodiversity-sensitive area on or near sites and risk of modification

3.5.6. Avoid change of land use (artificialization) and over exploitation of land (deforestation)

3.5.7. Plan a trajectory in line with the Kunming-Montreal Global Biodiversity Framework Goals and set targets for 2030 and 2050.

## 4 Appendices

### 4.1 REFERENCE TEXTS (NON-EXHAUSTIVE)

Be sure that you are using the latest version of documents.

Please go to the Renault supplier portal website or ask a Renault buyer for a copy.

#### Internal Standards

- RNES-B00027 Prohibited or restricted substances in parts – List and declaration modes
- RNES-B00043 IMDS documentation rules for suppliers
- RNES-B00114 Vehicle Interior parts – Test method for the determination of the volatile organic compounds
- RNES-B00115 Vehicle Interior parts – Target value of the volatile organic compounds
- RNES-B00096 Odor test method for materials and parts
- RNES-B00161 Odor specifications for materials and parts
- RNES-A00001 Material marking specifications
- 00-10-415/-- Production and supply of products– General prescriptions
- 00-10-050/ Prohibited or restricted substances in chemicals list and declaration modes
- D40 3004 Analysis of formaldehyde and other carbonyl Compounds in the equipment's of vehicle passenger compartment by liquid chromatography
- D42 3109 Vehicle passenger compartment materials evaluation of the quantity of volatile organic compounds (VOC) by thermal desorption/GC/MS (FID)
- CDC 37-00-081 Passenger compartment material emissions
- CDC 00-10-060 Design for recycling

#### ISO Standards

- ISO 14001 standard (2004) Environmental Management – Requirements and guidelines for its use
- ISO 14006 standard (2020) Environmental management systems — Guidelines for incorporating eco-design
- ISO 14064 standard (2018) Greenhouse gases
  - Part 1: Specification with guidance at the organization level for quantification and reporting of greenhouse gas emissions and removals
  - Part 2: Specification with guidance at the project level for quantification, monitoring and reporting of greenhouse gas emission reductions or removal enhancements
  - Part 3: Specification with guidance for the verification and validation of greenhouse gas statements
- ISO 14067 standard (2018) Greenhouse gases — Carbon footprint of products — Requirements and guidelines for quantification
- ISO 14080 standard (2018) Greenhouse gas management and related activities — Framework and principles for methodologies on climate actions
- ISO 14083 standard (2023) Greenhouse gases — Quantification and reporting of greenhouse gas emissions arising from transport chain operations
- ISO 14090 standard (2019) Adaptation to climate change — Principles, requirements, and guidelines

## Regulations & directives

- Regulation EMAS (CE) n°1221/2009 (Eco-Management and Audit Scheme)
- EU REACH Regulation – “Regulation concerning the Registration, Evaluation, Authorization and Restriction of Chemicals (REACH)” (EC) No 1907/2006
- CLP Regulation – “Regulation on classification, labelling and packaging of substances and mixtures” (EC) No 1272/2008
- EU 2019/1021 Regulation on persistent organic pollutants (POPs Regulation)
- EU 2000/53 regulation about recycling & ban of heavy metals.
- Directive on Packaging and Packaging Waste Directive (94/62/EC)
- Biocidal Product Regulation ((EU) 528/2012)
- EU ELV Directive – Directive 2000/53/EC of the European Parliament and of the Council of 18 September 2000 on end-of life vehicles
- EU RRR Directive – Directive 2005/64/EC relating to the type-approval of motor vehicles about their reusability, recyclability, and recoverability
- US Toxic Substances Control Act (TSCA)
- US Significant New Use Rule (SNUR)
- Globally Harmonized System of Classification and Labelling of Chemicals (GHS)
- Regulation (EU) 2023/1115 on the making available on the Union market and the export from the Union of certain commodities and products associated with deforestation and forest degradation
- European Sustainability Reporting Standards (ESRS)

## The main reference text followed by Renault Group

- the Universal Declaration of Human Rights
- the 10 principles of the Global Compact adopted at the initiative of the United Nations and signed by Renault Group on July 26, 2001 (see below)
- the United Nations Declaration on the Rights of Indigenous Peoples 2007
- the OECD Guidelines for Multinational Enterprises, updated on May 25, 2011
- the Global Framework Agreement covering social, societal, and environmental responsibility, signed on July 2, 2013, and based on ILO standards and ISO 26000, as well as its roll-out to suppliers

## Collective & collaboratives initiatives

Renault Group is engaged in some collective initiatives or collaborative platforms and encourages suppliers to adopt similar virtuous approaches.

- [Act4nature](#) initiative to contribute to the protection, enhancement, and restoration of biodiversity.
- [Global Platform for Sustainable Natural Rubber](#) an initiative aiming to improve the environmental and socioeconomic performance of the natural rubber sector, Renault Group’s high level [Commitment](#).
- [Global Battery Alliance](#) aims to establish sustainable battery value chain ; the GHG [Rulebook](#) to calculate the battery carbon footprint, the Human right [index](#) and the child labor [index](#) will serve as key performance indicators for the GBA’s Battery Passport
- [No deep seabed mining](#) a group of NGOs, scientists and companies calling for a global moratorium on seabed mining, as long as it has not been scientifically proven that such extraction can be done in a sustainable manner.

## 4.2 CONTACTS

Field	Contacts
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## 4.3 HISTORY

Date	Edition	Contents
2012.02.10	[1]	First version of Renault green purchasing guidelines
2016.04.18	[2]	Reframed to be aligned with Nissan Green purchasing guidelines
2018.06.29	[3]	Unification of Engineering standards of Renault and Nissan
2023.11.01	[4]	Updated with Renault Group last Environmental Policy and European reporting standards Name changed to Green Procurement Guidelines

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