

**THE FIRST SUPPLEMENT DATED 29 JULY 2016 TO THE 23 MAY 2016  
BASE PROSPECTUS**

**RENAULT**

*(incorporated as a société anonyme in France)*

**€7,000,000,000**

**Euro Medium Term Note Programme**

This prospectus supplement (the “**First Supplement**”) is supplemental and must be read in conjunction with the Base Prospectus dated 23 May 2016 (the “**Base Prospectus**”) granted visa No. 16-195 on 23 May 2016 by the Autorité des marchés financiers (the “**AMF**”), prepared by Renault (“**Renault**” or the “**Issuer**”) with respect to its €7,000,000,000 Euro Medium Term Note Programme (the “**Programme**”).

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

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

This First Supplement has been prepared pursuant to Article 16.1 of the Prospectus Directive and Article 212-25 of the *Règlement Général* of the AMF for the purposes of incorporating by reference the unaudited Consolidated Financial Statements for the First Half-Year 2016 (the “**Earnings Report Half-Year 2016**”) with the Auditors limited review and integrating a press release dated 28 July 2016 in connection with the Issuer’s position, activities and status.

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

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

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

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## 1/ SUMMARY

The section entitled "Description of any known trends affecting the Issuer and the activities in which it operates" in part B.4b of the summary on pages 6 and 7 of the Base Prospectus is hereby deleted and replaced in its entirety with the following:

<b>B.4b</b>	<b>Description of any known trends affecting the Issuer and the activities in which it operates</b>	<p><b>OUTLOOK 2016</b></p> <p>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%.</p> <p>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.</p> <p>Within this context, the Renault Group (at constant scope of consolidation) confirms its full-year 2016 guidance:</p> <ul style="list-style-type: none"> <li>- Increase Group revenues (at constant exchange rates)</li> <li>- Improve Group operating margin</li> <li>- Generate a positive Automotive operational free cash flow</li> </ul>
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The section entitled "Selected historical key financial information" in part B.12 of the summary on page 8 of the Base Prospectus is hereby deleted and replaced in its entirety with the following:

<b>B.12</b>	<b>Selected historical key financial information</b>	<p>The spreadsheets below give the main historical figures for the first half-year 2016 and first half-year 2015.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 10%;"></th> <th style="width: 10%; text-align: center;">H1 2016</th> <th style="width: 10%; text-align: center;">H1 2015 restated <sup>(1)(2)</sup></th> <th style="width: 10%; text-align: center;">Change</th> </tr> </thead> <tbody> <tr> <td>Worldwide Group registrations <sup>(3)</sup></td> <td>million vehicles</td> <td style="text-align: center;">1.57</td> <td style="text-align: center;">1.38</td> <td style="text-align: center;">+13.4%</td> </tr> <tr> <td>Group revenues</td> <td>€ million</td> <td style="text-align: center;">25,185</td> <td style="text-align: center;">22,197</td> <td style="text-align: center;">+13.5%</td> </tr> <tr> <td>Group operating profit</td> <td>€ million</td> <td style="text-align: center;">1,541</td> <td style="text-align: center;">1,096</td> <td style="text-align: center;">+445</td> </tr> <tr> <td></td> <td>% revenues</td> <td style="text-align: center;">6.1%</td> <td style="text-align: center;">4.9%</td> <td style="text-align: center;">+1.2 pts</td> </tr> <tr> <td>Group Operating income</td> <td>€ million</td> <td style="text-align: center;">1,476</td> <td style="text-align: center;">980</td> <td style="text-align: center;">+496</td> </tr> <tr> <td>Contribution from associated companies</td> <td>€ million</td> <td style="text-align: center;">678</td> <td style="text-align: center;">895</td> <td style="text-align: center;">-217</td> </tr> <tr> <td style="padding-left: 20px;"><i>o/w Nissan</i></td> <td></td> <td style="text-align: center;">749</td> <td style="text-align: center;">979</td> <td style="text-align: center;">-230</td> </tr> <tr> <td style="padding-left: 20px;"><i>o/w AVTOVAZ</i></td> <td></td> <td style="text-align: center;">-75</td> <td style="text-align: center;">-87</td> <td style="text-align: center;">+12</td> </tr> <tr> <td>Net income</td> <td>€ million</td> <td style="text-align: center;">1,567</td> <td style="text-align: center;">1,452</td> <td style="text-align: center;">+115</td> </tr> <tr> <td>Net income, Group share</td> <td>€ million</td> <td style="text-align: center;">1,501</td> <td style="text-align: center;">1,379</td> <td style="text-align: center;">+122</td> </tr> <tr> <td>Earnings per share</td> <td>€</td> <td style="text-align: center;">5.51</td> <td style="text-align: center;">5.06</td> <td style="text-align: center;">+0.45</td> </tr> <tr> <td>Automotive Operational free cash flow <sup>(4)</sup></td> <td>€ million</td> <td style="text-align: center;">+381</td> <td style="text-align: center;">-52</td> <td style="text-align: center;">+433</td> </tr> <tr> <td>Automotive net cash position</td> <td>€ million</td> <td style="text-align: center;">+2,532</td> <td style="text-align: center;">+2,661 at 31/12/2015</td> <td style="text-align: center;">-129</td> </tr> <tr> <td>Sales Financing, average performing assets</td> <td>€ billion</td> <td style="text-align: center;">31.9</td> <td style="text-align: center;">27.9</td> <td style="text-align: center;">+14.4%</td> </tr> </tbody> </table> <p><i>(1) and (2) See explanations page 3.</i></p> <p><i>(3) Since January 1, 2016, volumes for China are reported based on retail sales versus wholesales previously. Volumes for H1 2015 have been restated.</i></p> <p><i>(4) Automotive operational free cash flow: cash flows (excluding dividends received from publicly listed companies) minus tangible and intangible investments net of disposals +/- change in the working capital requirement. Detailed calculation in chapter 3.2.6.1-D of the condensed consolidated financial statements.</i></p>			H1 2016	H1 2015 restated <sup>(1)(2)</sup>	Change	Worldwide Group registrations <sup>(3)</sup>	million vehicles	1.57	1.38	+13.4%	Group revenues	€ million	25,185	22,197	+13.5%	Group operating profit	€ million	1,541	1,096	+445		% revenues	6.1%	4.9%	+1.2 pts	Group Operating income	€ million	1,476	980	+496	Contribution from associated companies	€ million	678	895	-217	<i>o/w Nissan</i>		749	979	-230	<i>o/w AVTOVAZ</i>		-75	-87	+12	Net income	€ million	1,567	1,452	+115	Net income, Group share	€ million	1,501	1,379	+122	Earnings per share	€	5.51	5.06	+0.45	Automotive Operational free cash flow <sup>(4)</sup>	€ million	+381	-52	+433	Automotive net cash position	€ million	+2,532	+2,661 at 31/12/2015	-129	Sales Financing, average performing assets	€ billion	31.9	27.9	+14.4%
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The split between the Automotive and Sales financing branches for Revenues and Operating margin for the H1 2016 and H1 2015 is provided below:

#### OPERATING SEGMENT CONTRIBUTION TO GROUP REVENUES

(€ million)	H1 2016			H1 2015			Change (%)		
	Q1	Q2	H1	Q1	Q2	H1	Q1	Q2	H1
Automotive	9,942	14,136	24,078	8,829	12,236	21,065	+12.6	+15.5	+14.3
Sales Financing	547	560	1,107	559	573	1,132	-2.1	-2.3	-2.2
<b>Total</b>	<b>10,489</b>	<b>14,696</b>	<b>25,185</b>	<b>9,388</b>	<b>12,809</b>	<b>22,197</b>	<b>+11.7</b>	<b>+14.7</b>	<b>+13.5</b>

(€ million)	H1 2016	H1 2015 Restated <sup>(1)</sup>	Change
<b>Automotive division</b>	<b>1,121</b>	<b>680</b>	<b>+441</b>
% of division revenues	4.7%	3.2%	+ 1.5 pts
<b>Sales Financing</b>	<b>420</b>	<b>416</b>	<b>+4</b>
<b>Total</b>	<b>1,541</b>	<b>1,096</b>	<b>+445</b>
% of Group revenues	6.1%	4.9%	+ 1.2 pts

(1) Taxes, which satisfy the definition of tax based on a notion of net intermediate income within the meaning of IAS 12 «Income Tax» and which were previously presented as operating expenses, have been reclassified under current taxes from 2016 and conversely for taxes not satisfying the definition of tax based on net intermediate income. The presentation of the financial statements for the first half of the year and for 2015 were restated accordingly. Restatements done accordingly on the six-months ended June 30, 2015 and full year 2015 financials are detailed in note 2-C & 2-D of the condensed consolidated financial statements.

The spreadsheets below give the main historical figures for the 2014 and 2015 financial years.

#### MAIN CONSOLIDATED FIGURES OVER TWO YEARS – PUBLISHED DATAS (1)

(€ million)	2015	2014
Revenues	45,327	41,055
Operating margin	2,320	1,609
Share in Nissan Motors net income	1,976	1,559
Renault net income	2,823	1,890
Earnings per share (€)	10.35	6.92
Share capital	1,127	1,127
Shareholders' equity	28,474	24,898
Total assets	90,605	81,551
Dividends (€)	2.40 <sup>(2)</sup>	1.90
Automotive cash flows <sup>(3)</sup>	3,451	3,138
Automotive net cash position	2,661	2,104
<b>TOTAL WORKFORCE AT DECEMBER 31</b>	<b>120,136</b>	<b>117,395</b>

(1) This information is for reference only and is not always directly comparable year-on-year, since it may include changes in scope and/or accounting practices. See chapter 4, note 3 in the notes to the consolidated financial statements.

(2) Proposal to be submitted to the AGM on April 29, 2016.

(3) Excludes dividends received from listed companies.

The split between the Automotive and Sales financing branches for the Revenues and Operating margin for the years 2014 and 2015 is provided below:

OPERATING MARGIN (€ millions)		2015	2014	CHANGE
AUTOMOTIVE *		1,496	858	+638
As a % of Automotive revenues		3.5%	2.2%	+1.3 pt
SALES FINANCING		824	751	+73
GROUP OPERATING MARGIN		2,320	1,609	+711
As a % of Group revenues		5.1%	3.9%	+1.2 pt

  

		2015	2014	CHANGE
Worldwide registrations (units)		2,801,592	2,712,432	+3.3%
Group revenues (€ millions)		45,327	41,055	+10.4%
Including:				
Automotive		43,108	38,874	+10.9%
Sales financing		2,219	2,181	+1.7%

\* *Net from Intersegment transactions*

There has been no material adverse change in the prospects of the Issuer since 31 December 2015 (the date of its last published audited financial statements)

There has been no significant change in the financial or trading position of Renault since 30 June 2016.

The section entitled "Recent material events relating to the Issuer's solvency" in part B.13 of the summary on page 8 and 9 of the Base Prospectus is hereby deleted and replaced in its entirety with the following:

<b>B.13</b>	<b>Recent material events relating to the Issuer's solvency</b>	<ol style="list-style-type: none"> <li>1. Publication on 14 January 2016 of a Renault Group press release.</li> <li>2. Publication on 19 January 2016 of a denial.</li> <li>3. Announcement on 28 January 2016 that Renault reaffirms its ambitions in Iran.</li> <li>4. Announcement on 11 February 2016 of top management appointments.</li> <li>5. Announcement on 17 February 2016 that Renault will hire 1,000 permanent employees and 1,000 apprentices in France in 2016.</li> <li>6. On 18 February 2016, Moody's upgrades Renault's ratings to Baa3; stable outlook.</li> <li>7. Announcement on 26 February 2016 that Renault will participate in the Nissan share buyback program to maintain its shareholding at 43.4%.</li> <li>8. Announcement on 4 March 2016 that Renault and Nissan strengthen convergence to boost efficiency and revenue.</li> <li>9. Announcement on 5 April 2016 that Renault Group reduces its Nitrogen oxide emissions on its diesel euro 6B vehicles in customer driving conditions.</li> <li>10. Announcement on 14 April 2016 of Renault Group senior management appointments</li> </ol>
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		<ol style="list-style-type: none"> <li>11. On 19 April 2016, S&amp;P revises Renault SA outlook to “Positive” from “Stable”, rating BBB - .</li> <li>12. Publication on 21 April 2016 of the Renault’s group quarterly information 31 March 2016.</li> <li>13. Approval by the General Meeting of Renault Shareholders dated 29 April 2016 of the proposal of a dividend of Euro 2.4.</li> <li>14. Approval by the General Meeting dated 29 April 2016 of the 5th and 6th resolutions related to the Alliance Stabilization Agreement.</li> <li>15. Publication on 12 May 2016 of Nissan’s contribution to Renault’s first quarter 2016 earnings.</li> <li>16. Renault-Nissan Alliance announces on July 05<sup>th</sup> 2016 that it has delivered annual synergy target one full year ahead of schedule</li> <li>17. Groupe Renault announces on July 07<sup>th</sup> its H1 2016 worldwide sales results.</li> <li>18. Board of Directors release: Components of Renault Chairman and Chief Executive Officer’s remuneration for the 2016 financial year</li> <li>19. Publication on 28 July 2016 of the Renault’s Group financial results for H1 2016.</li> </ol>

## 2/ RÉSUMÉ EN FRANÇAIS

The section entitled "Description de toutes les tendances connues touchant l'Emetteur ainsi que les marchés sur lesquels il intervient" in part B.4b of the résumé on pages 30 and 31 of the Base Prospectus is hereby deleted and replaced in its entirety with the following:

<b>B.4b</b>	<b>Description de toutes les tendances connues touchant l'Emetteur ainsi que les marchés sur lesquels il intervient</b>	<b>PERSPECTIVES 2016</b>  En 2016, le marché mondial devrait connaître une croissance d'environ +1,7 % par rapport à 2015. Le marché européen ainsi que le marché français sont attendus en hausse d'au moins 5 % sur la période.  A l'international, les marchés brésilien et russe devraient être en recul : -15 % à -20 % pour le Brésil et -12 % pour la Russie. A l'inverse, la Chine (+4 % à +5 %) et l'Inde (+7 % à +9 %) devraient poursuivre leur dynamique de croissance.  Dans ce contexte, le groupe Renault (à périmètre constant) confirme ses objectifs pour l'année 2016 : <ul style="list-style-type: none"><li>• <b>accroître le chiffre d'affaires du Groupe (à taux de change constants),</b></li><li>• <b>améliorer la marge opérationnelle du Groupe,</b></li><li>• <b>générer un <i>free cash flow</i> opérationnel de l'Automobile positif.</b></li></ul>
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The section entitled "Informations financières sélectionnées historiques clés" in part B.12 of the résumé on page 32 of the Base Prospectus is hereby deleted and replaced in its entirety with the following:

<b>B.12</b>	<b>Informations financières sélectionnées historiques clés</b>	Les tableaux ci-dessous font état des principaux chiffres consolidés pour les exercices du premier semestre 2016 et du premier semestre 2015:
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		S1 2016	S1 retraité 2015 (1)(2)	Variation
Immatriculations mondiales Groupe (3)	millions de véhicules	1,57	1,38	+13,4 %
Chiffre d'affaires Groupe	millions d'euros	25 185	22 197	+13,5 %
Marge opérationnelle Groupe	millions d'euros	1 541	1 096	+445
	% CA	6,1 %	4,9 %	+1,2 pt
Résultat d'exploitation	millions d'euros	1 476	980	+496
Contribution des entreprises associées	millions d'euros	678	895	-217
<i>dont Nissan</i>		749	979	-230
<i>dont AVTOVAZ</i>		-75	-87	+12
Résultat net	millions d'euros	1 567	1 452	+115
Résultat net, part du Groupe	millions d'euros	1 501	1 379	+122
Résultat net par action	euros	5,51	5,06	+0,45
Free cash flow opérationnel(4)	millions d'euros	+381	-52	+433
Position nette de liquidité de l'Automobile	millions d'euros	+2 532	+2 661 au 31/12/2015	-129
Actifs productifs moyens du Financement des ventes	milliards d'euros	31,9	27,9	+14,4 %

(1) et (2) Voir explications en page 3.

(3) Depuis le 1<sup>er</sup> janvier 2016, les volumes en Chine sont comptabilisés sur base des livraisons contre facturations précédemment. Les volumes du S1 2015 ont été retraités.

(4) Free cash flow opérationnel : capacité d'autofinancement (hors dividendes reçus des sociétés cotées) diminuée des investissements corporels et incorporels nets des cessions +/- variation du besoin en fonds de roulement. Le détail du calcul est indiqué dans le chapitre 3.2.6.1 – D des comptes consolidés semestriels résumés.

Le tableau ci-dessous présente la répartition entre les branches Automobile et Financement des Ventes pour la Marge opérationnelle et le Chiffre d'Affaires au premier semestre 2016 puis au premier semestre 2015.

#### CONTRIBUTION DES SECTEURS OPÉRATIONNELS AU CHIFFRE D'AFFAIRES DU GROUPE

(En millions d'euros)	S1 2016			S1 2015			Variation (en %)		
	T1	T2	S1	T1	T2	S1	T1	T2	S1
Automobile	9 942	14 136	24 078	8 829	12 236	21 065	+12,6	+15,5	+14,3
Financement des ventes	547	560	1 107	559	573	1 132	-2,1	-2,3	-2,2
<b>Total</b>	<b>10 489</b>	<b>14 696</b>	<b>25 185</b>	<b>9 388</b>	<b>12 809</b>	<b>22 197</b>	<b>+11,7</b>	<b>+14,7</b>	<b>+13,5</b>

#### CONTRIBUTION DES SECTEURS OPÉRATIONNELS À LA MARGE OPÉRATIONNELLE DU GROUPE

(En millions d'euros)	S1 2016	S1 2015 retraité (1)	Variation
<b>Automobile</b>	<b>1 121</b>	<b>680</b>	<b>+441</b>
<i>en % du chiffre d'affaires du secteur</i>	<i>4,7 %</i>	<i>3,2 %</i>	<i>+ 1,5 pt</i>
<b>Financement des ventes</b>	<b>420</b>	<b>416</b>	<b>+4</b>
<b>Total</b>	<b>1 541</b>	<b>1 096</b>	<b>+445</b>
<i>en % du chiffre d'affaires Groupe</i>	<i>6,1 %</i>	<i>4,9 %</i>	<i>+ 1,2 pt</i>

(1) Les impôts, qui répondent à la définition d'un impôt calculé sur une notion de résultat intermédiaire net au sens de la norme IAS 12 « Impôts sur le résultat » et qui étaient présentés par le passé en charges opérationnelles, ont été reclassés parmi les impôts courants à compter de 2016 et inversement pour les impôts ne répondant pas à la définition d'un impôt calculé sur un résultat intermédiaire net. La présentation des comptes du 1<sup>er</sup> semestre et de l'année 2015 a été retraitée en conséquence. Les reclassements réalisés sont exposés en notes 2-C et 2-D des comptes consolidés semestriels résumés.



Les tableaux ci-dessous font état des principaux chiffres consolidés pour les exercices 2014 et 2015:

**PRINCIPAUX CHIFFRES CONSOLIDÉS SUR DEUX ANS- DONNÉES PUBLIÉES (1)**

(en millions d'euros)	2015	2014
Chiffre d'affaires	45 327	41 055
Marge opérationnelle	2 320	1 609
Part dans le résultat de Nissan Motors	1 976	1 559
Résultat net – part du Groupe	2 823	1 890
Résultat net par action (en euros)	10,35	6,92
Capital	1 127	1 127
Capitaux propres	28 474	24 898
Total de Bilan	90 605	81 551
Dividende (en euros)	2,40 <sup>(2)</sup>	1,90
Capacité d'autofinancement de l'Automobile <sup>(3)</sup>	3 451	3 138
Position nette de liquidité de l'Automobile	2 661	2 104
<b>EFFECTIF TOTAL AU 31/12</b>	<b>120 136</b>	<b>117 395</b>

(1) Ces données sont communiquées pour information telles qu'elles ont été publiées, mais elles ne sont pas toujours directement comparables d'une année sur l'autre, car elles peuvent intégrer des écarts de périmètre et/ou d'évolution de traitement comptable. Cf. chapitre 4 note 3 de l'annexe aux comptes consolidés.

(2) Proposition qui sera soumise à l'AGM du 29 avril 2016.

(3) Hors dividendes reçus des entreprises cotées.

Le tableau ci-dessous présente la répartition entre les branches Automobile et Financement des Ventes pour la Marge opérationnelle et le Chiffre d'Affaires sur les années 2014 et 2015.

MARGE OPÉRATIONNELLE (en millions d'euros)	2015	2014	VARIATION
<b>AUTOMOBILE</b> *	<b>1 496</b>	<b>858</b>	<b>+638</b>
En % du chiffre d'affaires Automobile	3,5 %	2,2 %	+1,3 pt
<b>FINANCEMENT DES VENTES</b>	<b>824</b>	<b>751</b>	<b>+73</b>
<b>MARGE OPÉRATIONNELLE GROUPE</b>	<b>2 320</b>	<b>1 609</b>	<b>+711</b>
En % du chiffre d'affaires Groupe	5,1 %	3,9 %	+1,2 pt

  

	2015	2014	VARIATION
<b>Immatriculations monde</b> (unités)	<b>2 801 592</b>	<b>2 712 432</b>	<b>+3,3 %</b>
<b>Chiffre d'affaires Groupe</b> (en millions d'euros)	<b>45 327</b>	<b>41 055</b>	<b>+10,4 %</b>
Dont :			
Automobile	43 108	38 874	+10,9 %
Financement des ventes	2 219	2 181	+1,7 %

\* *Net des opérations intersecteurs*

Il ne s'est produit aucun changement défavorable significatif dans les perspectives de l'Emetteur depuis le 31 décembre 2015 (date correspondant à la publication des derniers comptes consolidés audités)

Il n'y a pas eu de changement significatif dans la situation financière ou commerciale de Renault depuis le 30 Juin 2016.

The section entitled "Evénement récent relatif à l'Emetteur présentant un intérêt significatif pour l'évaluation de sa solvabilité" in part B.13 of the résumé on page 33 of the Base Prospectus is hereby deleted and replaced in its entirety with the following:

B.13	<p>Evénement récent relatif à l'Emetteur présentant un intérêt significatif pour l'évaluation de sa solvabilité</p>	<ol style="list-style-type: none"> <li>1. Publication d'un communiqué de presse du Groupe Renault le 14 janvier 2016.</li> <li>2. Publication d'un démenti le 19 janvier 2016.</li> <li>3. Annonce le 28 janvier 2016 par laquelle Renault réaffirme ses ambitions en Iran.</li> <li>4. Annonce le 11 février 2016 de nominations au sein de la direction de Renault.</li> <li>5. Annonce le 17 février 2016 du recrutement par Renault de 1000 CDI et 1000 apprentis en France en 2016.</li> <li>6. Le 18 février 2016, Moody's a relevé la note de crédit de Renault à Baa3, perspective stable.</li> <li>7. Annonce le 26 février 2016 par Renault de sa participation au programme de rachat d'actions Nissan pour maintenir son niveau de participation à 43,4%.</li> <li>8. Annonce le 4 mars 2016 que Renault et Nissan prévoient de converger plus de fonctions pour gagner en efficacité et développer le chiffre d'affaires.</li> <li>9. Annonce le 5 avril 2016 que le Groupe Renault réduit les émissions d'oxydes d'azote de ses véhicules Diesel Euro 6B en usage client.</li> <li>10. Annonce le 14 avril 2016 de nominations au sein de la direction du Groupe Renault.</li> <li>11. Le 19 avril 2016, S&amp;P relève la perspective de Renault à « Positive », la note étant BBB –.</li> <li>12. Publication le 21 avril 2016 de l'information trimestrielle au 31 mars 2016 du Groupe Renault.</li> <li>13. Approbation par l'Assemblée Générale des Actionnaires de Renault du 29 avril 2016 d'un dividende proposé à 2,40 euros.</li> <li>14. Approbation par l'Assemblée Générale des Actionnaires de Renault du 29 avril 2016 des 5<sup>ème</sup> et 6<sup>ème</sup> résolutions relatives à l'Accord de Stabilisation de l'Alliance.</li> <li>15. Publication le 12 mai 2016 de la contribution de Nissan aux résultats de Renault au titre du 1er trimestre 2016.</li> <li>16. L'alliance Renault-Nissan annonce le 5 juillet 2016 avoir atteint ses objectifs annuels de synergies un an plus tôt que prévu.</li> <li>17. Le groupe Renault annonce le 07 juillet 2016 ses résultats commerciaux monde du 1<sup>er</sup> semestre 2016.</li> <li>18. Communiqué du Conseil d'administration : Eléments de rémunération du Président-Directeur Général de Renault au titre de l'année 2016</li> <li>19. Publication le 28 juillet 2016 des résultats financiers du Groupe Renault pour le premier semestre 2016.</li> </ol>
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### 3/ DOCUMENTS INCORPORATED BY REFERENCE

The section Documents Incorporated by Reference appearing on pages 72 to 77 of the Base Prospectus is supplemented by incorporating the sections referred to in the table below included in the English free translation of the Issuer's Earning's Report Half-Year 2016 for the half year ended 30 June 2016 which was filed with the AMF.

A French version of the Earning's Report Half-Year 2016 is also available for viewing on the Issuer's website (<http://www.renault.com>).

<b>Annex IV of the European Regulation 809/2004/EC of 29 April 2004</b>	<b>Renault Earning's Report Half-Year 2016</b>
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<b>FINANCIAL INFORMATION CONCERNING THE ISSUER'S ASSETS AND LIABILITIES, FINANCIAL POSITION AND PROFITS AND LOSSES</b>	Pages
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#### **Interim Condensed Consolidated Financial Statements**

(a) interim balance sheet	Page 20
(b) changes in shareholders' equity	Page 21 & 22
(c) interim income statement	Page 18
(d) interim cash flow statement	Pages 23 & 24
(e) accounting policies and explanatory notes	Pages 24 to 53
(f) auditors limited review on unaudited consolidated financial statements for the half year ended 30 June 2016	Page 54

#### **Business Overview**

6.1.1 Description of the Issuer's principal activities stating the main categories of products sold and/or services performed	Pages 1 to 12
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<b>Risks Factors</b>	Page 2
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#### **Selected Financial Information**

3.1 Selected Financial Information	Pages 13 to 16 Pages 57 to 59
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Any information not listed in the cross reference list above but included in such document incorporated by reference is given for information purposes only

#### **4/ RECENT EVENTS**

The section “recent events” appearing on pages 112 to 121 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>):

#### **16- RENAULT-NISSAN ALLIANCE ANNOUNCES ON JULY 5<sup>TH</sup> 2016 THAT IT HAS DELIVERED ANNUAL SYNERGY TARGET ONE FULL YEAR AHEAD OF SCHEDULE**

- Renault and Nissan generated €4.3 billion in synergies in 2015, one year earlier than anticipated
- Purchasing, Engineering and Manufacturing were the top contributors to synergies
- Common Module Family and cross-production continue to reduce costs, while the development of technologies including autonomous drive and vehicle connectivity is expected to generate major savings moving forward.
- Thanks to the convergence, the Alliance expects to generate at least €5.5 billion in synergies in 2018

**PARIS/YOKOHAMA (July 5, 2016)** - Renault-Nissan Alliance generated €4.3 billion in synergies in 2015, one year ahead of schedule and an increase of 13 percent from 2014. Purchasing, engineering and manufacturing were the main contributors.

Renault and Nissan generate “synergies” by working together to reduce costs, avoid spending and increase revenue. Only new synergies — not cumulative — are taken into account each year. Synergies help Renault and Nissan meet their financial goals and deliver higher-value vehicles to customers.

Renault and Nissan, which together sell one in 10 cars globally, converged four key functions in 2014: Engineering, Manufacturing Engineering & Supply Chain Management, Purchasing and Human Resources. While Renault and Nissan remain separate companies, each function is led by a common Alliance Executive Vice President.

“Convergence in four of our key business functions has resulted in creating value by reducing costs, avoiding expenses and increasing revenues. Thanks to the convergence, the Alliance expects to generate at least €5.5 billion in synergies in 2018,” said Carlos Ghosn, Chairman and CEO of the Renault-Nissan Alliance.

#### **Common Module Family**

Common Module Family (CMF) is the Alliance’s unique system of modular vehicle architecture and an increasing source of synergies.

The Alliance is already reaping the benefits from CMF, reflected in the launch by Nissan of the Rogue in North America, the award winning Qashqai in Europe and the X-Trail in Japan and China. Renault also successfully launched the new Espace, the Kadjar, the new Megane and Talisman, all based on CFM-C/D.

In 2015, Renault began selling the Kwid in India, followed by the launch of the Redi-Go by Datsun in mid-2016. Both are built in the Alliance's plant in Chennai, India, on the CMF-A architecture, which covers the smallest and most affordable category of cars.

“With the launch of Common Module Family-A, the Renault-Nissan Alliance demonstrates its ability to enter a very competitive market such as India, where only few OEMs succeeded to answer the local customers' requirement for modern and affordable cars,” said Arnaud Deboeuf, Alliance Senior Vice President of Renault-Nissan BV and the Alliance CEO's Office.

By 2020, the Alliance expects 70 percent of its vehicles to be built on CMF architectures.

#### Cross-production

The cross-production of vehicles will continue to be a major driver of manufacturing synergies. Cross-production leverages the Alliance Production Way, a manufacturing and shop-floor management system common to Renault and Nissan. The Alliance Production Way takes manufacturing benchmarks from both Renault and Nissan.

In early 2016, Renault announced that it will produce the next-generation of Nissan's NV300 van at its plant in Sandouville, France. The Nissan NV300 will be manufactured on the same line as the new Renault Trafic.

By the end of 2016, the Renault plant located in Flins, near Paris, will start the production of the new Nissan Micra.

The AVTOVAZ plant in Togliatti, Russia, is the Alliance's biggest production base in the world, with capacity of nearly 1 million vehicles a year. The plant produces vehicles under four brands: Lada, Renault, Nissan and Datsun. The Alliance owns a majority stake in the joint venture that controls AVTOVAZ, Russia's largest automaker.

#### Collaborative work on Electric Vehicles, Autonomous Drive and connectivity

The Renault-Nissan Alliance also announced that it will launch 10 models with Autonomous Drive technologies by 2020. This is in line with the Alliance's commitment to technological innovation and its focus on the twin goals of zero emissions and zero fatalities.

Renault-Nissan is already the global leader in electric vehicles. The Alliance has sold more than 340,000 zero-emission vehicles since 2010.

Renault and Nissan engineers are working together on the development of Autonomous Drive, connectivity and other next-generation technologies for mass-market, mainstream vehicles. By partnering on advanced research and development, Renault and Nissan are able to work more efficiently, with less cost.

The Alliance has an annual research and development budget of about €4.5 billion. It has research centers in Atsugi, Japan; Guyancourt, France; Farmington Hills, Mich.; Sunnyvale, Calif.; and in India, Brazil, Romania, Turkey and China, among other locations.

In January, the Alliance announced the introduction of a common Connected Vehicles and Mobility Services team that will ensure the swift implementation of connectivity applications that customers will experience across all Alliance brands. The team will also be introducing new mobility services on behalf of the Alliance.

The Renault-Nissan Alliance has set as a priority to make synergies happen today while both companies work together for the future.

#### **ABOUT THE RENAULT-NISSAN ALLIANCE:**

The Renault-Nissan Alliance is a strategic partnership between Paris-based Renault and Yokohama, Japan-based Nissan, which together sell one in 10 cars worldwide. The companies, which have been strategic partners since 1999, sold 8.5 million cars in nearly 200 countries in 2015. The Alliance also operates strategic collaborations with other automakers including Germany's Daimler, China's Dongfeng, and Japan's Mitsubishi Motors. The Alliance has a majority stake in the joint venture that owns Russia's top automaker, AVTOVAZ.

### **17- GROUPE RENAULT ANNOUNCES ON JULY 7<sup>th</sup> 2016 ITS H1 2016 WORLDWIDE SALES RESULTS**

#### **Record registrations for Groupe Renault in H1 2016**

- Groupe Renault registered a total of 1.57 million vehicles, an increase of 13.4% versus H1 2015, setting a new worldwide record for a half year for the Renault and Dacia brands.
- In Europe, Group's registrations grew by 14%, outperforming the market (+9.6%) thanks to the success of the renewed range. More than one in ten vehicles registered in Europe were sold by the Group.
- Outside Europe, the Group's registrations increased by 12.5%, with strong momentum in the Africa Middle-East India region. Sales in all regions grew faster than their market.
- The Group confirms its objectives for 2016. It will enjoy traction from the year's many launches to continue to grow its sales.

Boulogne-Billancourt – Groupe Renault today announced record sales for the first half of 2016. In H1 2016, in a global automotive market up 2.5%, Groupe Renault's

registrations grew strongly by 13.4% to 1.57 million vehicles. Market share was up 0.3 points at 3.5%.

*“Our market share grew across all regions, with particularly strong momentum in Europe and the Africa Middle-East India area. Buoyed by the success of a renewed range, the Renault brand grew by 16% worldwide, and Renault Samsung Motors by 25.9% in Asia. Dacia continued to grow setting a new worldwide sales record this half-year”* said **Thierry Koskas**, Groupe Renault Executive Committee member and Executive Vice President, Sales and Marketing.

In **Europe**, the Group’s registrations continued to grow at a faster pace than the market. They rose by 14% in a market up 9.6%, i.e. 968 603 vehicles registered in H1. The Group's market share rose to 10.6% in Europe.

The Renault brand alone recorded growth of 15.6% thanks to the renewed range with Kadjar, Espace, Talisman and New Megane. Clio 4 is the second bestselling vehicle in Europe and Captur is the leading crossover in its class in Europe. In the Electric Vehicle market, Renault’s market share reached 27%. ZOE’s sales increased by 40%.

Dacia’s registrations rose by 9%. The brand set a new sales record in the first half. In France, the Group’s market share reached 27.4%, a gain of 0.5 points. Registrations were up 11.2% in a market up 9%. Over the first six months of the year, the Group sold 361,670 vehicles, with four of its vehicles featuring among the top 10 passenger cars and the Clio 4 leading the market. Internationally, turbulence in Russia, Brazil and Algeria continued to weigh on local automotive markets, but the Group proved its resilience, increasing its market share in all three countries. This strength, coupled with strong momentum of the Group within markets such as India, Turkey, Argentina and Iran, allowed the Group to grow its market share in each region.

In the **Africa Middle-East India** region, the Group’s registrations grew by a 38.2%, with market share of 5.4%. In India, the Kwid enjoyed further success, with 150,000 orders since its launch, lifting its market share by 2.3 points to 3.8%. In Iran, the Group continued on its end -2015 trajectory, tripling its deliveries on the back of the gradual reopening of the market. Its market share increased by 4.2 points to 5.8%. In North Africa, despite a 3.9 point increase in market share, registrations were down 14.7% in an Algerian market down 53.7%. Against the backdrop of new regulations in Algeria, aimed at reducing imports, the Group demonstrated its leadership, with record market share of 41.7%, a gain of 10 points. The launch of production of the Dacia Sandero at the Oran plant, announced on June 23rd, is a new strength to expand volumes.

In the **Asia-Pacific** region, sales were up 12.8% in a market up 3.8%, mainly due to the good performance of **Renault Samsung Motors** in South Korea, which recorded growth of 25.9%. Sales of the SM6, launched in March 2016, already total 27,200. In China, the first half marks the start of production of Kadjar.

In the **Eurasia** region, the Group improved its registrations by 4% and its market share by 1.6 points to 12.9%. The good performance in Turkey, where the Group outperformed a market up 1.4% with registrations growth of 16.8%, was driven above

all by Fluence which registered a growth of 39%. This performance offset the fall of the Russian market (-14%), where the Group also demonstrated resilience, with market share up 0.4 points at 7.7%.

In the **Americas** region, the Group's market share increased by 0.3 points to 6.2%. In a regional market down 8.2%, its registrations fell by only 3.1%. The Renault brand benefited fully from the reopening of the market in Argentina, with its registrations up a strong 22.2% in a market up 5.7%. In Brazil, in an automotive market down sharply (-25.1%), the Group held up well, increasing its market share by 0.3 points to 7.3%. The upcoming launch of the new Renault Alaskan pick-up, unveiled on June 30th in Colombia, is a new asset to position the Group in the region on this sector.

## 2016 MARKET OUTLOOK

In the second half, the Group expects to continue enjoying traction from the renewal of its range, both in Europe – with the recent launches of the Talisman, New Mégane and the imminent renewal of the Scénic – and internationally – with the success of Kwid in India, the recently launched Kaptur in Russia, Kadjar in China and the SM6 in Korea.

In this context, the Group confirms its full-year objectives:

- Continued growth in global volumes;
- Strengthening of the Renault brand in Europe;
- Improvement in its positions in each of its five regions.

## TOTAL PC-LCV REGISTRATIONS BY REGION

	YTD end of June*		
	2016	2015	% variation
France	361 670	325 360	11,2%
Europe** (outside France)	606 933	524 076	15,8%
<b>Total France + Europe</b>	<b>968 603</b>	<b>849 436</b>	<b>14,0%</b>
Africa Middle East India	208 690	151 041	38,2%
Eurasia	165 511	159 189	4,0%
Americas	158 191	163 288	-3,1%
Asia Pacific	66 725	59 168	12,8%
<b>Total outside France + Europe</b>	<b>599 117</b>	<b>532 686</b>	<b>12,5%</b>
<b>Worldwide</b>	<b>1 567 720</b>	<b>1 382 122</b>	<b>13,4%</b>



\*Total registrations at end of June \*\* EU (28 countries - Bulgaria & Romania) + Balkans (5 countries) + Iceland, Norway & Switzerland

## TOTAL REGISTRATIONS BY BRAND

	YTD end of June*		
	2016	2015	% variation
<b>RENAULT</b>			
PC	1 030 464	891 477	15,6%
LCV	193 250	163 601	18,1%
PC + LCV	1 223 714	1 055 078	16,0%
<b>DACIA</b>			
PC	275 732	269 529	2,3%
LCV	21 357	20 246	5,5%
PC + LCV	297 089	289 775	2,5%
<b>RENAULT SAMSUNG MOTORS</b>			
PC	46 917	37 269	25,9%
<b>GROUPE RENAULT</b>			
PC	1 353 113	1 198 275	12,9%
LCV	214 607	183 847	16,7%
PC + LCV	1 567 720	1 382 122	13,4%

\*Registrations YTD end of June

## THE GROUP'S TOP 15 MARKETS AT THE END OF JUNE 2016

		Volumes 2016*	M/S PC+LCV 2016	Var vs Y-1
			(in % )	(in pt)
1	FRANCE	361 670	27,4	0,5
2	ITALY	110 681	9,7	0,5
3	GERMANY	97 671	5,2	0,3
4	SPAIN	87 136	12,3	-0,7
5	TURKEY	79 269	18,1	2,4

6	UNITED KINGDOM	71 967	4,4	0,4
7	BRAZIL	69 874	7,3	0,3
8	INDIA	61 895	3,8	2,3
9	RUSSIA	52 041	7,7	0,4
10	BELGIUM+LUXEMBOURG	51 466	13,5	-0,1
11	SOUTH KOREA	46 917	5,1	0,7
12	ARGENTINA	39 491	12,2	1,6
13	IRAN	34 124	5,8	4,2
14	MOROCCO	31 034	37,0	-1,3
15	ALGERIA	29 132	41,7	10,0

*\*At end of June (sales), except Twizy*

## **18. Board of Directors release: Components of Renault Chairman and Chief Executive Officer's remuneration for the 2016 financial year**

The Remunerations Committee<sup>1</sup> carried out a wide consultation of Renault's shareholders under the supervision of the Remunerations Committee's chairman, Mr. Patrick Thomas.

Such consultation was intended to follow up on the negative vote on the say on pay at the Shareholders' General Meeting of last April 29.

It emerges that:

- it is of utmost importance for Renault that Carlos Ghosn remains its Chairman and Chief Executive Officer,
- compared to numerous peer panels in the industry, the Chairman and Chief Executive Officer's remuneration is consistent,
- modifications were necessary to make the remuneration structure simpler, more transparent and clearer.

Renault's Board of directors thanks all the shareholders for their constructive contribution. It has therefore decided on the following modifications:

1. The variable portion, brought down from 150% to 120% of the fixed portion, is reduced by 20%. It is subject to quantitative criteria for 85% and qualitative criteria for 35%. In case of financial overperformance, it could reach a maximum of 180%.
2. Payment of the variable portion remains made in cash for 25% and in shares for 75%, such shares being acquired at the end of a three-year period, subject to a presence condition. The number of shares shall not be subject to any adjustments and shall therefore be able to be disclosed at the time of the allocation. Allocation criteria of the variable portion are reinforced: Return On Equity, Automobile Operational Margin, Free Cash Flow.
3. Long term remuneration components as well as the fixed salary remain unchanged.

In addition, Carlos Ghosn informed the Board of Directors of his personal decision to dedicate 1 M€ each year out of his variable remuneration as Chairman and Chief Executive Officer to actions supported by the Renault Foundation.

Two primary actions shall be carried out in this respect:

- in France, counseling and promotion of young people facing academic and employment difficulties,
- at an international level, continuity of education in geographical areas suffering from natural disasters and crisis situations.

Last, the Board approved the halfyear accounts of Renault which will be released tomorrow, Thursday, July 28, at 7.30 am.

*(1) The Remunerations Committee is composed of Alain Belda, Thierry Desmarest, Eric Personne, Marc Ladreit de Lacharrière and Patrick Thomas.*

*More information about Renault Chairman and Chief Executive Officer's remuneration for the 2016 financial year is available on: [group.renault.com](http://group.renault.com)*

## **19. Publication on 28 July 2016 of the Renault's Group financial results for H1 2016**

### **FINANCIAL RESULTS FOR THE 1ST HALF OF 2016: GROUPE RENAULT CONTINUED ITS GROWTH AND REACHED A RECORD OPERATING MARGIN IN THE 1ST HALF OF 2016**

- **Group revenues up 13.5% to €25,185 million.**
- **Registrations up 13.4% to 1.57 million units.**
- **Group operating profit at €1,541 million (+40.6%), representing 6.1% of revenues, compared with €1,096 million<sup>1</sup>, representing 4.9%<sup>1</sup> of revenues in the 1<sup>st</sup> half of 2015.**
- **Automotive operating profit at €1,121 million (+64.9%), compared with €680 million<sup>1</sup> (4.7% of revenues compared with 3.2%<sup>1</sup>).**
- **Group operating income at €1,476 million (+50.6%) compared with €980 million<sup>1</sup>.**
- **Net income at €1,567 million (+7.9%) compared with €1,452 million<sup>1</sup>.**
- **Positive Automotive operational free cash flow of €381 million.**

*“The first half results demonstrate the relevance of our strategy. Success of our new models, our regional diversification and all employees engagement have allowed the group to set a new record for its first half operating margin and to have confidence in the outlook for the full year”, said Carlos Ghosn, Chairman and Chief Executive Officer of Renault.*

In the first half of 2016, **Group revenues** came to €25,185 million, up 13.5% compared with the first half of 2015.

**Automotive revenues** amounted to €24,078 million, up 14.3% thanks to an increase in the Group's brand volumes (+10.6 points) and sales to partners (+3 points). The price effect was positive (+3.8 points), primarily due to price increases in some emerging markets to offset currency devaluation (-4.9 points). The mix effect is positive at 1.8 points.

The **Group's operating profit** amounted to €1,541 million (+40.6%), compared with €1,096 million<sup>1</sup> in the first half of 2015, and represents 6.1% of revenues (4.9%<sup>1</sup> in the first half of 2015).

The **Automotive operating profit** was up €441 million (+64.9%) to €1,121 million and reached 4.7% of revenues, compared with 3.2%<sup>1</sup> in the first half of 2015. This performance can be explained mainly by strong business growth (€614 million positive impact), higher prices and an improved mix. The currency impact is unfavorable (-€432 million), mainly due to the depreciation of the Argentinian peso, the Russian rouble and the British pound. However, raw materials had a positive effect of €164 million. The positive mix/price/enrichment effect of €135 million was a marked improvement compared with the first half of 2015, thanks in particular to the success of our new models. Cost reductions were affected by the increase in R&D expenses to prepare the future, the decrease in their capitalization rate, and higher than usual start-up costs due to the large number of launches.

**Sales Financing** contributed €420 million to the Group's operating margin, compared with €416 million<sup>1</sup> in the first half of 2015. This stable profit is related to the sharp increase in loans outstanding, but negatively impacted by adverse currency evolution and the decrease in Americas' business. However, the cost of risk stabilized at a very good level of 0.30% of the average performing assets (0.31% in the first half of 2015).

**Other operating income and expenses** improved notably thanks to the drop in expenses related to the competitiveness plan in France. They remained negative at -€65 million versus -€116 million in the first half of 2015.

The **Group's operating income** came to €1,476 million compared with €980 million<sup>1</sup> in the first half of 2015 (+50.6%). This improvement is due to the increase in the operating profit and the reduction in other operating expenses.

The **contribution of associated companies**, mainly Nissan, came to €678 million, compared with €895 million<sup>2</sup> in the first half of 2015. Nissan's contribution was

impacted by a one-off charge booked in Q1. AVTOVAZ contribution is negative at -€75 million versus -€87 million<sup>2</sup> in the first half 2015, despite a deterioration of the operating result. Regarding AVTOVAZ, the group confirms its intention to take part in a recapitalization operation before the end of the year, which should result in the consolidation of AVTOVAZ as of December 31, 2016.

**Net income** came to €1,567 million (+7.9%), and Group share totaled €1,501 million (€5.51 per share compared with €5.06<sup>1</sup> per share in the first half of 2015).

**Automotive operational free cash flow** was positive at €381 million after taking into account a negative change of €129 million in the working capital requirement.

At June 30, 2016, total inventories (including the independent network) represented 60 days of sales, compared with 66 days at end-June 2015.

## **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.

Within this context, the Renault Group (at constant scope of consolidation) confirms its full-year 2016 guidance:

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

## GRUPE RENAULT CONSOLIDATED RESULTS

€ million	H1 2016	H1 2015 restated	Change	H1 2015 published
<b>Group revenues</b>	25,185	22,197	+2,988	22,197
<b>Operating profit</b> <i>% of revenues</i>	1,541 6.1%	1,096 4.9%	+445 +1.2 point	1,069 4.8%
<b>Other operating income and expenses items</b>	-65	-116	+51	-116
<b>Operating income</b>	1,476	980	+496	953
<b>Net financial income</b>	-67	-161	+94	-161
<b>Contribution from associated companies</b>	678	895	-217	912
o/w : NISSAN	749	979	-230	979
AVTOVAZ	-75	-87	+12	-70
<b>Current and deferred taxes</b>	-520	-262	-258	-235
<b>Net income</b>	1,567	1,452	+115	1,469
<b>Net income, group share</b>	1,501	1,379	+122	1,396
<b>Automotive operational free cash flow</b>	+381	-52	+433	-95

(1) Taxes, which satisfy the definition of tax based on a notion of net intermediate income within the meaning of IAS 12 "Income Tax" and which were previously presented as operating expenses, have been reclassified under current taxes from 2016 and conversely for taxes not satisfying the definition of tax based on net intermediate income. The presentation of the financial statements for the 1<sup>st</sup> half of the year and for 2015 were restated accordingly.

(2) Since December 31, 2015, the AVTOVAZ accounts are included in the Group's financial statements without any three-month lag, therefore, the previously published

*figures for the 1<sup>st</sup> half of 2015 regarding AVTOVAZ are restated so that the 1<sup>st</sup> half of 2015 covers the calendar period from January 1 to June 30.*

## **ADDITIONAL INFORMATION**

The condensed half-year consolidated financial statements of the Renault group at June 30, 2016 were approved by the Board of Directors on July 27, 2016.

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 2016, is available at [www.group.renault.com](http://www.group.renault.com) in the Finance section.



## **5/ GENERAL INFORMATION**

The paragraph (6) “No Significant Change in the Issuer's Financial or Trading Position” of the section “General Information” appearing on page 151 of the Base Prospectus is hereby deleted and replaced in its entirety with the following:

*“There has been no significant change in the financial or trading position of the Issuer or the Group since 30 June 2016.”*

## 6/ PERSON RESPONSIBLE FOR THIS SUPPLEMENT

*In the name of the Issuer*

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

Issued in Paris, on 28 July 2016

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

Made in Paris on 28 July 2016



### *Autorité des marchés financiers*

In accordance with Articles L. 412-1 and L. 621-8 of the French monetary and Financial Code (*Code monétaire et financier*) and with the General Regulations (*Règlement Général*) of the Autorité des marchés financiers ("AMF"), in particular Articles 212-31 to 212-33, the AMF has granted the visa No. 16-368 on 29 July 2016 to this First Supplement. The Base Prospectus, as supplemented by this First Supplement, may be relied upon in relation to financial transactions only if supplemented by Final Terms. This First Supplement has been prepared by the Issuer and its signatories may be held liable for it.

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