



PRESS RELEASE

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A YEAR AFTER THE INTRODUCTION OF RENAULT **eco², THE BRAND CONTINUES TO ADVANCE ON THE ENVIRONMENTAL FRONT**

In May 2007, Renault introduced its Renault **eco**² signature – a system for badging its vehicles so that customers can easily identify the most environmentally friendly versions.

In November 2007, Renault entered Logan **eco**² Concept for the organized Challenge Bibendum, demonstrating that a car could be both 'ecological and economical' without stinting on performance or equipment.

Renault's ongoing efforts have made it one of Europe's three most carbon-efficient automakers.

In addition to its new TCe and dCi engines, Renault is pursuing its strategy aimed at curbing CO₂ emissions with the development of an electric vehicle (EV). Since January 2008, the Renault-Nissan Alliance has sealed deals with a number of countries (Israel, Denmark, Portugal) to mass market EVs there by 2011. Other markets could follow soon.

In the longer term, Renault and Nissan are working on the development of EVs powered by fuel cells, as illustrated by the Renault-Nissan Alliance's Scénic ZEV H2 prototype which was test driven by the press in June 2008.

Other projects further illustrate Renault's environmental commitment.

There are some simple, everyday steps that motorists can take to reduce their fuel consumption by up to 20%. Renault is to offer its customers environmental training lessons using simulators installed in dealerships by the end of 2008.

For years now Renault has led the way in lifecycle management. In February 2008 it created the Renault Environment Business Unit to support the domestic and international roll-out of action aimed at protecting the environment, and more especially recycling. Earlier this year it also signed a contract creating a joint-venture with SITA, a subsidiary of Suez Environnement. This joint-venture, the first of its kind in the world, aims to accelerate the incorporation of end-of-life vehicle (ELV) recycling into operations.

Renault's manufacturing sites have also kept up their efforts. All have now secured ISO 14001 environmental certification.

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EN ROUTE TOWARDS ZERO EMISSIONS

Since January 2008, the Renault-Nissan Alliance has sealed deals with a number of countries and regions (Israel, Denmark, Portugal, the Kanagawa prefecture in Japan, the state of Tennessee in the USA) to mass market EVs by 2011, at which time Renault will launch a family saloon and an LCV. The Z.E Concept, unveiled at the Paris Motor Show, is a forerunner of the Renault-style electric vehicle.

In the longer term, Renault and Nissan are considering developing EVs powered by fuel cells. The Scénic ZEV H2 prototype was test driven by the press in June 2008.

Yachtswoman Ellen MacArthur, who has been won over by Renault's approach to the environment, has decided to support Renault eco².

Electric vehicles

Renault is working on a range of solutions to reduce CO₂ emissions in the short and medium terms with the goal of providing all customers with mobility solutions best adapted to their needs.

One of these solutions, and a major goal for Renault, will be the mass marketing of all-electric vehicles. The Renault-Nissan Alliance has sealed deals with a number of countries and regions (Israel, Denmark, Portugal, the Kanagawa prefecture in Japan, the state of Tennessee in the USA) to mass market EVs by 2011.

In certain countries, vehicles will be charged through a new distribution network provided by our partner, Project Better Place.

The world's economical and political situation is particularly favourable:

- awareness of global warming due to CO₂ emissions;
 - tougher legislation to control CO₂ emissions (taxation, restricted access to town and city centres);
 - oil price increases;
 - growing urban mobility needs: in 2007 people living in towns and cities outnumbered country-dwellers for the very first time;
 - growing local mobility needs: 80% of Europeans travel less than 60km a day.
- This context, as well as technological evolutions (increased battery range and optimized integration of the electric drive chain) suggests that this all-electric Renault vehicle project has the potential to be a big commercial success.

The objective of zero emissions will be achieved, while ensuring that performance is on a par with vehicles powered by 1.6-litre petrol engines. Renault's all-electric vehicles will be powered by lithium-ion batteries. They have longer ranges and longer lives, and weigh less than earlier generation batteries. Vehicles will be charged at the charging stations of the networks built by Project Better Place. Renault has capitalised on earlier experience – with Kangoo Elect'Road, for example – and is today in a position to meet the new demands of the market.

An innovative economic model. This will be the first time that customers will benefit from a comprehensive service that encompasses batteries, electric power, and an on-board computer showing not only remaining battery range but also the charging stations and battery-exchange points in the vicinity. This kind of services can be charged as a monthly kilometre package – an approach similar to that in use for cell phones.

ECO-DRIVING, OR HOW TO DRIVE ECOLOGICALLY AND ECONOMICALLY

What is eco-driving?

As a carmaker, Renault's duty is to provide novel solutions that help its customers reduce their fuel consumption and, at the same time, curb the production of greenhouse gases.

Motorists can play a major part in reducing the fuel consumption of their vehicle. **Eco-driving** entails drivers going easy on their vehicles, which should be serviced properly and adapted to their needs.

Eco-driving can reduce fuel consumption by up to 20%. It is for this reason that Renault has decided to introduce a system to teach its customers to eco-drive by the end of 2008. Virtual driving simulators will enable motorists to assess the impact on the environment of the way they drive and identify how they can improve. These simulators will be gradually installed across the dealership network.

Drivers will then get practical advice on how to switch to ecological, economical behaviour. Awareness-raising days for the general public are planned in partnership with yachtswoman Ellen MacArthur.

They will kick off in October 2008 in Paris, then strike out across other European countries.

These eco-driving awareness days will involve:

- Free eco-driving lessons
- Sessions on simulators
- A family rally.

Ellen MacArthur chooses Renault eco²

Renault's global approach to car making involves minimizing the environmental footprint of its vehicles at each stage of their lifecycle. This is what won over **Ellen MacArthur**, an emblematic figure in sailing and an active promoter of an evolution of our societies toward sustainable development.

A two-year **partnership** between the yachtswoman and Renault was signed in April 2008, strengthening the collaboration with Renault UK that has been running since 2002.

Find out more at:
<http://www.teamellen.com>

Practical tips :

Eco-driving is primarily about **anticipating** and **controlling** one's driving.

Tip n°1: Improve your gearshifts

- Shift down at approximately 1,000rpm
- Shift up to the next gear at approximately 2,000rpm in diesel vehicles and at 2,400rpm in a petrol-engine vehicle

➤ At 50kph, you should already be in fourth or fifth gear.

Tip n°2: Drive smoothly

- Maintain a steady speed as soon as possible (from 40kph)
- Brake with the engine and use your foot brake as little as possible. Allowing the vehicle to slow naturally helps to cut the fuel flow.

➤ At 50kph in fifth gear, lift off the accelerator 100 metres before a red light.

Tip n°3: Think about how you accelerate

- Up to 50kph, it is preferable to accelerate briskly up to fifth gear
- At speeds in excess of 50kph, acceleration should be gradual

➤ Change gear very swiftly up to fifth gear.

Tip n°4: Climbs and descents

- Keep to the same speed when going down a hill
- On an uphill gradient, let the car shed speed, but without becoming an obstruction for other road-users. If possible, maintain your vehicle at a steady speed above 40kph

➤ Use descents to take your foot off the accelerator.

Tip n°5: Use your motor smartly

- Turn off your engine if you stop for more than 30 seconds
- Do not warm up your engine even in winter

➤ Pull away as soon as the engine has fired up

Tip no°6: Treat your vehicle well

- Check tyre pressures every month
- If you have to use the air conditioning, make sure the difference between the temperatures inside your vehicle and outside is not too great

- Do not leave any unnecessary loads in your vehicle
- Remove roof bars and roof boxes when not in use.

➤ Proper servicing and proper use of your vehicle are as important as eco-driving.

END-OF-LIFE VEHICLE MANAGEMENT, A MAJOR CONCERN FOR RENAULT

Renault confirms its lead in end-of-life vehicle management

Aware of the environmental stakes and its responsibilities as a carmaker, Renault has, since 1995, pursued an ambitious international environmental policy which considers a vehicle's entire lifecycle, from design to end-of-life management.

In February 2008, Renault broke new ground when it created the Renault Environment Business Unit. The mission of this wholly Renault-owned subsidiary is to foster domestic and international projects and partnerships to promote the recycling of end-of-life vehicles (ELVs) and develop new environment-related services.

Renault recently announced a plan to create Re-Source Industries Holding, an equally owned joint-venture company with SITA, a subsidiary of Suez Environnement. The aim is to step up the deployment of ELV recycling practices in France with all those involved in that area of business. To bolster its business development, Re-Source Industries Holding is considering the takeover of Indra Investissement SAS, a company that has been shredding and recycling automobiles for 20 years.

Carmaker Renault and major waste management company SITA, together with Indra, with its dismantling network and stripping plants, boast complementary competencies to ensure the success of the project. The resulting synergies will play a part in accelerating the incorporation of ELV practices into operations in more ecological, economical conditions.

Renault, an acknowledged leader in recycled plastics

For over ten years Renault has been designing vehicles so that, at the end of their lives, they may be easily dismantled and recycled. Renault has thus made a major contribution to the emergence of the first high-tech plastic recycling processes. Its engineers have worked closely with waste treatment professionals and the company's suppliers. Cars bearing the Renault eco² badge contain at least 5% recycled plastic. New Laguna, marketed in 2007, holds the record with 17% of recycled plastic – in other words, approximately 100 parts environmentally designed in association with Renault suppliers.

All Renault production sites are now ISO 14001-certified

The International Standards Organisation (ISO) certifies that a facility complies with standard 14001 when it achieves continual improvement in reducing the impact of its activities on the environment.

Certification is delivered following an extensive audit by approved organisations – in Renault's case, UTAC1 and SGS2.

In order to help production plants improve their environmental management performance in compliance with standard ISO 14001, Renault undertakes an internal audit of the sites every year. The auditors are mixed teams of environmental professionals and Renault employees whose skills complement each other. This approach helps to strengthen employees' environmental competencies, while fostering active networking between sites.

The certification story goes back 10 years and is still going strong.

The Sandouville plant was the first in the group to be certified. That was in December 1998. That same year the Ayrton Senna Complex powertrain plant in Brazil was built. It was designed to emit and discharge zero industrial waste – a powerful asset in a country with little in the way of waste management facilities. The plant also signed an agreement with the authorities, pledging to preserve its green spaces and to consider 60% of them as biodiversity conservation areas.

Whenever Renault moves into a new country to build a plant there, it makes substantial efforts to ensure it contributes to local economic, environmental, and social development there. The Pitesti site in Romania is a case in point. In 2002, the Renault Group included it in its environmental reporting and by 2005 it had secured its first ISO 14001 certification.

In Morocco Renault included the Somaca facility in its 2006 environmental report. It was first certified as ISO 14001 compliant in 2008. Renault has invested heavily in human resources and equipment to control Somaca's impact on the environment. A new waste treatment plant which treats industrial effluent both chemically and physically will be commissioned in 2008. Another significant example of the plant's environmental commitment is that it introduced general waste management practices of a European standard in 2007. It also put in place action plans to save energy in its manufacturing processes, which brought savings of 15% per vehicle produced in 2006 and 22% in 2007.

The AvtoFramos site in Russia was first included in the Renault Group's environmental reporting in 2005 and won ISO 14001 certification in April 2008. It is the final manufacturing facility of the group to be certified. Special efforts have been made to raise employee awareness of environmental issues.

Results speak for themselves:

In the last ten years, environmental management practices put in place at Renault production sites have brought the following savings:

- 25% less energy consumed (kW/vehicle),
- 61% (m³/vehicule) or 10 million cubic metres less water consumed
- 64% less waste generated (kg/vehicle),
- 34% less volatile organic compounds, or VOCs (kg/vehicle),

- 47% less toxic waste discharged into waterways.

All Renault employees have committed to protecting the environment. Progress in this area must be visible to customers. Economics and ecology must come together in an effort to achieve continuous progress in reducing environmental impacts on a massive scale. Results must be the work of the greatest number for products that can be used by the greatest number.