

EARNINGS REPORT 2013



DRIVE THE CHANGE



EARNINGS REPORT 2013

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KEY FIGURES

| | | 2013 | 2012 restated* | Change | 2012 published |
|--|------------------|--------|-------------------|--------|-------------------|
| Worldwide Group registrations | million vehicles | 2.63 | 2.55 | 3.1% | 2.55 |
| Group revenues | € million | 40,932 | 40,720 | 0.5% | 41,270 |
| Group operating profit | € million | 1,242 | 782 | 460 | 729 |
| | % revenues | 3.0% | 1.9% | 1.1 pt | 1.8% |
| Contribution from associated companies | € million | 1,444 | 1,475 | -31 | 1,504 |
| o/w Nissan | | 1,498 | 1,213 | 285 | 1,234 |
| o/w AB Volvo | | - | 80 | -80 | 80 |
| o/w AVTOVAZ | | -34 | 186 | -220 | 186 |
| Net income | € million | 695 | 1,712 | -1,017 | 1,735 |
| Net income, Group share | € million | 586 | 1,749 | -1,163 | 1,772 |
| Earnings per share | euros | 2.15 | 6.43 | -4.28 | 6.51 |
| Operational free cash flow ** | € million | 827 | 609 | 218 | 597 |
| Automotive net cash position | € million | 1,761 | 1,532 | 229 | 1,492 |
| Sales Financing, average loans outstanding | € billion | 24.2 | 24.0 | 0.8% | 24.2 |

* Restated to reflect the retroactive application of the IFRS 11 "Partnerships" and revised IAS 19 "Employee benefits" standards.

** Operational free cash flow: cash flow (excluding dividends from publicly listed companies) minus tangible and intangible investments net of disposals +/- changes in the working capital requirement.

OVERVIEW

The Renault group sold 2,628,208 vehicles in 2013, up 3.1% from 2012, in a global automobile market that grew by 3.9%. Volumes outside Europe remained stable at 50.5%, with 1,326,344 vehicles sold. Excluding Iran, whose market was closed in July 2013, the Group increased its market shares in all Regions, with new models driving the improvement. The Renault group recorded the strongest market share growth among automakers in the European market, with a 0.4-point increase to 9.5%. The Group sold 1,301,864 vehicles in Europe, up 2.4%, despite the 1.7% decline in the European market.

Group revenues in 2013 came to €40,932 million, up 0.5 %⁽¹⁾. **Automotive** contributed €38,775 million to revenues, an increase of 0.4% vs 2012⁽¹⁾, from a rise in registrations and despite a highly negative foreign currency impact. At the same time, the Group posted a positive price effect, reflecting its pricing policy aimed at improving the value of the Renault brand and offsetting the weakness of certain foreign currencies.

Group operating profit stood at €1,242 million, compared to €782 million in 2012⁽¹⁾, representing 3.0% of revenues (1.9% in 2012⁽¹⁾).

Automotive operating profit increased €461 million⁽¹⁾ to €495 million, representing 1.3% of revenues. This improved result was achieved despite a negative foreign currency effect through pricing and cost controls.

Sales Financing contributed €747 million to Group operating profit, compared to €748 million in 2012⁽¹⁾. The cost of risk (including country risk) remained under control, at 0.42% of average performing loans, compared to 0.38% in 2012.

* Restated to reflect the retroactive application of the IFRS 11 "Partnerships" and revised IAS 19 "Employee benefits" standards.

IN BRIEF

Other operating income and expense items came to -€1,276 million, mainly due to a provision of €514 million to cover the Group's entire exposure to Iran (already recorded in the first half), €488 million in provisions and impairment of assets, and €423 million in restructuring costs, primarily related to the competitiveness agreement signed in France. As a result, earnings before interest and taxes came to -€34 million, compared to €183 million in 2012 ⁽¹⁾.

The **contribution of associated companies**, mainly Nissan, came to €1,444 million in 2013, compared to €1,475 million in 2012 ⁽¹⁾ (which included a contribution from AB Volvo until September 2012).

Net income came to €695 million and Group share to €586 million (€2.15 per share compared with €6.43 per share in 2012 ⁽¹⁾).

Automotive **operational free cash flow** in the period was positive at €827 million, including a positive €790 million change in the working capital.

At end-December 2013, total inventory (including the independent dealer network) represented 63 days of sales compared to 65 at end-December 2012.

The Automotive division's **net cash position** came to €1,761 million, up €229 million vs December 31, 2012 ⁽¹⁾.

RCI Banque continued to diversify its refinancing through its retail savings account business, with net collected savings totaling €4.3 billion in France and Germany at end-December 2013.

A **dividend** of €1.72 per share, unchanged vs last year, will be submitted for approval at the next Shareholders' Annual General Meeting.

2014 OUTLOOK

The Group expects the European markets to stabilize. At the same time, growth in emerging markets, still driven by China, is more uncertain in the short term.

In this context Renault aims to:

- increase registrations and Group revenues (at constant exchange rates),
- improve Group operating profit and that of the Automotive division,
- achieve positive Automotive operational free cash flow.

(1) Restated to reflect the retroactive application of the IFRS 11 "Partnerships" and revised IAS 19 "Employee benefits" standards.

OVERVIEW

- In a global automotive market up 3.9% last year, the Renault Group's sales of passenger cars and LCVs reached 2,628,208 vehicles – a rise of 3.1% compared to 2012.
- Market share **outside Europe** remained stable at 50.5%, with 1,326,344 units sold.
- Excluding Iran, where the market was partially closed in July 2013, the Group gained market share in all the Regions, helped by the popularity of its latest models.
- The Group recorded its highest progress in the **European market**, increasing its market share by 0.4 points to 9.5%. With 1,301,864 vehicles sold in Europe, the Group saw a 2.4% rise in sales, even though the European market fell by 1.7%.
- In 2013, the number of new financing contracts by **RCI Banque** rose 19% on 2012, thanks to the pursuit of its international development, the rise in the penetration rate on new vehicles financed and for the different Alliance brands (apart from RSM) and the increasing volumes of used-vehicle financing contracts.

THE RENAULT GROUP'S TOP FIFTEEN MARKETS

| SALES | Sales volumes 2013* (in units) | PC / LCV market share 2013 (%) | Change in market share on 2012 (points) |
|-------------------------|--------------------------------------|--------------------------------------|---|
| 1 France | 547,693 | 25.4 | + 1.2 |
| 2 Brazil | 236,360 | 6.6 | - 0.0 |
| 3 Russia | 210,099 | 7.6 | + 1.1 |
| 4 Germany | 162,509 | 5.1 | - 0.0 |
| 5 Turkey | 144,706 | 17.0 | + 1.8 |
| 6 Argentina | 141,217 | 15.4 | + 0.6 |
| 7 Algeria | 111,378 | 26.2 | + 0.2 |
| 8 Italy | 101,387 | 7.2 | + 0.9 |
| 9 Spain | 98,024 | 12.1 | + 1.4 |
| 10 Belgium + Luxembourg | 77,353 | 13.0 | + 0.5 |
| 11 United Kingdom | 77,163 | 3.0 | + 0.6 |
| 12 India | 64,368 | 2.2 | + 1.1 |
| 13 South Korea | 60,027 | 4.0 | + 0.0 |
| 14 Morocco | 47,030 | 38.9 | + 2.3 |
| 15 Netherlands | 46,040 | 9.8 | + 0.3 |

* Figures to end-december 2013.

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SALES PERFORMANCE

1.1. AUTOMOTIVE

1.1. AUTOMOTIVE

1.1.1. GROUP SALES WORLDWIDE BY REGION

| PASSENGER CARS AND LIGHT COMMERCIAL VEHICLES (UNITS) | 2013* | 2012 | Change (%) |
|--|------------------|------------------|-------------|
| GROUP | 2,628,208 | 2,548,622 | 3.1 |
| EUROPE REGION | 1,301,864 | 1,271,393 | 2.4 |
| Renault | 1,011,422 | 1,040,777 | -2.8 |
| Dacia | 290,442 | 230,616 | 25.9 |
| AMERICAS REGION | 466,976 | 450,934 | 3.6 |
| Renault | 460,841 | 445,169 | 3.5 |
| Renault Samsung Motors | 6,135 | 5,765 | 6.4 |
| ASIA-PACIFIC REGION | 238,445 | 257,564 | -7.4 |
| Renault | 176,464 | 195,863 | -9.9 |
| Dacia | 1,851 | 1,775 | 4.3 |
| Renault Samsung Motors | 60,130 | 59,926 | 0.3 |
| EUROMED-AFRICA REGION | 388,922 | 360,923 | 7.8 |
| Renault | 250,888 | 233,275 | 7.6 |
| Dacia | 137,247 | 127,648 | 7.5 |
| Renault Samsung Motors | 787 | - | - |
| EURASIA REGION | 232,001 | 207,808 | 11.6 |
| Renault | 231,879 | 207,808 | 11.6 |
| Renault Samsung Motors | 122 | - | - |

* Preliminary figures.

→ Europe

The Group sales rose 2.4% in a market that fell 1.7% and achieved its biggest increase in market share in the Region (up 0.4 points) to 9.5%.

The Renault brand was ranked third in the market for PC/LCV, with 7.4% market share. It retained its leadership of the LCV market for the 16th consecutive year, with a market share of 14.5%.

As the first brand to put four electric models on sale, Renault is the European leader with 37.0% market share and 15,074 units sold.

New Clio and Captur enabled Renault to take the top slot in the European B segment.

In **France** the Renault brand strengthened its leadership. New Clio is the best-selling vehicle in the country, with 119,367 new registrations, and Captur is the most popular cross-over of the B segment since its launch in 2013. The Group has five vehicles among France's top ten passenger cars.

The brand continued to dominate the LCV market with a share of 31.7% (-0.5 points), despite a 5.8% drop in new registrations.

Dacia was the fifth-largest brand in France, earning another 0.6 points to reach a market share of 4.3% due to the success of New Sandero, which became the third best-selling passenger car of the market.

In the **UK**, Group sales rose 37.3%, up 0.6 points, notably thanks to the launch of Dacia in January which recorded 17,146 new registrations and market share has reached 0.7%.

In **Italy, Spain** and **Belgium**, thanks to the success of new vehicles, the Group won market shares respectively 0.9 points, 1.4 points and 0.5 points.

In **Germany**, Group market share remained stable at 5.1%.

→ Outside Europe

• Americas:

The Group achieved records in sales, with 466,976 vehicles sold, and market share, which reached 6.7%.

In **Brazil**, in line with the overall market that fell by 1.6%, the Group saw its sales slump by 2.2%. This was partly due to the closure of the Curitiba plant for two months for extension work to increase its capacity. Sandero and Duster continued to sell well.

SALES PERFORMANCE

1.1. AUTOMOTIVE

In **Argentina**, the Renault brand was ranked second of the market and sales rose by 18.9% to 141,217 units, thanks to the popularity of Clio, Duster and Sandero. Market share stood at 15.4% (+0.6 points).

- Asia-Pacific:

Having managed to break into the Indian market, Group sales in the Asia-Pacific Region recorded total progress of 28.9% compared to 2012 – except for Iran, where the market was closed since July.

In **India**, in a passenger car market that slumped 7.5%, Renault recorded an 83.1% rise in sales due to the success of Duster (over 51,400 units), which became the best-selling SUV in the C segment. The Renault brand recorded market share of 2.6% – almost double that of 2012. Renault became the top European automaker on the Indian market. The brand continued to deploy the expansion of its dealer network, and had 125 dealerships at the end of 2013.

In **South Korea**, Renault Samsung Motors ended the year by recording seven consecutive months with better sales results than those for 2012. Overall sales stabilised, with 60,027 new registrations, an increase of 0.2%.

In **Iran**, where the market has been closed since July, Renault sold about 64,500 fewer vehicles than in 2012.

- Euromed-Africa:

With 388,922 vehicles sold, the Renault Group set a sales record and increased its market share in most of its markets of the Region.

In **Turkey**, Renault is the brand which increased the most in market share (+1.2 points) reaching 12.7%. It remained the leading brand in the passenger car market, with a share of 14.6% (up 1.5 points), thanks to the success of New Symbol, New Clio, and Fluence, which were all the top sellers in their respective segments.

The Dacia brand reached a 4.3% market share (+0,5 points) thanks to the success of Lodgy (leader of its segment) and Dokker.

In **Algeria**, in a market down 2.6% overall, the Group sold more than 100,000 vehicles for the second consecutive year (111,378 units) and reached market share of 26.2%, a rise of 0.2 points. Renault is the second-ranked brand due to the popularity of New Symbol and New Clio, which was the best-selling vehicle in the B segment. Dacia moved up to become the country's third-ranked brand, thanks to the success of Logan and Duster.

- Eurasia:

The Renault Group set a new record, with more than 232,000 vehicles sold, and won over 7.1% market share for the first time.

In **Russia**, the Group's third-biggest market, the Renault brand set records for both sales, with 210,099 vehicles (up 10.7%), and 7.6% market share (up 1.1 points), whereas the market as a whole fell 5.9%. It was the leading foreign brand and the second-ranked brand on the Russian market, behind Lada. One reason was the success of Duster, the most popular SUV in the country in 2013.

1.1.2. GROUP SALES BY BRAND AND BY TYPE

| | 2013* | 2012 | Change (%) |
|---|------------------|------------------|------------|
| PASSENGER CARS AND LIGHT COMMERCIAL VEHICLES (UNITS) | | | |
| GROUP | 2,628,208 | 2,548,622 | 3.1 |
| BY BRAND | | | |
| Renault | 2,131,494 | 2,122,892 | 0.4 |
| Dacia | 429,540 | 360,039 | 19.3 |
| Renault Samsung | 67,174 | 65,691 | 2.3 |
| BY VEHICLE TYPE | | | |
| Passenger cars | 2,293,049 | 2,211,794 | 3.7 |
| Light commercial vehicles | 335,159 | 336,828 | -0.5 |

* Preliminary figures.

Sales of the **Renault brand** rose by 0.4% compared to 2012. With 2,131,494 units sold, Renault accounted for 81.1% of Group sales.

Sales of the **Dacia brand** went up by 19.3% to 429,540 units, due in large part to the popularity of Duster and the renewal Logan/Sandero range. Dacia offers the youngest range in Europe (less than two years old since Lodgy was launched) and accounted for 16.3% of Group sales.

In 2013, **Renault Samsung Motors** increased its sales by 2.3%. The recovery plan of the dealer network and the product range, launched in South Korea in 2012, is starting to show results. After five difficult months at the start of the year, RSM recorded seven consecutive months with better results than those for 2012.

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SALES PERFORMANCE

1.2. SALES FINANCING

1.2. SALES FINANCING

1.2.1. PENETRATION RATE ON NEW VEHICLES FINANCED AND SERVICES

In 2013, the number of new financing contracts rose 18.9% on 2012.

The increase resulted from:

- the continued international development of RCI Banque, notably with the consolidation of the Turkish and Russian subsidiaries;
- the rise in the penetration rate on new vehicles financed in numerous countries and for the different Alliance brands (apart from Renault Samsung Motors);

- the strategy on increasing volumes of used-vehicle financing contracts, initiated in 2011. Volumes rose 6% in 2013.

RCI Banque pursued its international development in 2013, in line with the development of the Alliance brands. The share of international business (outside Europe) now accounts for 38% of total new-vehicle financing contracts, compared with 29% in 2012.

RCI BANQUE FINANCING PERFORMANCE

| | 2013 | 2012 | Change (%) |
|--|--------------|-------------|--------------|
| Number of financing contracts (thousands) | 1,161 | 976 | +18.9 |
| - including UV contracts (thousands) | 189 | 178 | +6.2 |
| New financing contracts (€ billion) | 11.4 | 10.8 | +5.5 |
| Average loans outstanding (€ billion) | 24.2 | 24.2 | +0.1 |

RCI BANQUE SERVICES PERFORMANCE

| | 2013 | 2012 | Change |
|--|--------------|--------------|----------------|
| Number of services contracts (thousands) | 1,756 | 1,311 | +34% |
| PENETRATION RATE ON SERVICES | 62.7% | 57.5% | +5.2 pt |

Developing the sales of services contributes to customer satisfaction, fosters loyalty towards the Alliance brands and increases the profitability of RCI Banque. As such, it is a strategic activity for the group.

1.2.2. RCI BANQUE NEW FINANCING CONTRACTS AND AVERAGE LOANS OUTSTANDING

In a contracting automotive market, RCI Banque benefitted from the momentum of the Alliance brands. For the same scope as in 2012, the penetration rate on vehicles financed grew 1.7 points pro-forma on 2012 to 36.7%, the Group's best performance in the last ten years.

With the consolidation in 2013 of the new subsidiaries in Turkey and Russia, whose penetration rate vehicle financing is lower than the Group average, RCI Banque's penetration rate on vehicle financing stood at 34.6%, down 0.4 points on 2012.

PENETRATION RATE ON NEW VEHICLE REGISTRATIONS FINANCED BY RCI BANQUE, BY BRAND

| | 2013 (%) | 2012 (%) | Change (points) |
|------------------------|-------------|-------------|-----------------|
| Renault | 35.2 | 36.6 | -1.4 ** |
| Dacia | 33.5 | 33.0 | +0.6 |
| Renault Samsung Motors | 47.5 | 57.8 | -10.3 |
| Nissan | 32.5 | 29.1 | +3.4 |
| Infiniti * | 33.8 | - | +33.8 |
| RCI BANQUE | 34.6 | 35.0 | -0.4 |

* Infiniti brand consolidated in 2013.

** On a like-for-like basis (excl. Turkey and Russia), a 1.4 point increase for the Renault brand.

SALES PERFORMANCE

1.2. SALES FINANCING

PENETRATION RATE ON NEW VEHICLE REGISTRATIONS FINANCED BY RCI BANQUE, BY REGION

| | 2013 (%) | 2012 (%) | Change (points) |
|-----------------------|-------------|-------------|--------------------|
| Europe Region | 35.1 | 33.9 | +1.2 |
| Americas Region | 42.7 | 37.1 | +5.6 |
| Asia-Pacific Region | 47.4 | 57.3 | -9.9 |
| Euromed-Africa Region | 26.0 | 26.3 | -0.3** |
| Eurasia Region* | 25.0 | - | +25.0 |
| RCI BANQUE | 34.6 | 35.0 | -0.4 |

* Eurasia Region (Russia) consolidated in 2013.

** On a like-for-like basis (excl. Turkey and Russia), a 1.5 point increase in Euromed-Africa.

In the **Europe Region**, RCI Banque offset the downturn in the automotive market through the good performance of Alliance registrations, and through an increase in the penetration rate new vehicles financed and a rise in financing contracts for used vehicles. Overall, new financing contracts in Europe increased 4.4% on 2012.

In the **Americas Region** (Brazil, Argentina), marked by a contraction in the Brazilian market and strong growth in Argentina, RCI Banque continued to grow, with a 42.7% penetration rate on vehicles financed. Brazil was confirmed as the number-two contributor in terms of the number of new vehicle financing contracts.

In the **Asia-Pacific Region** (South Korea), despite fierce competition from banking networks in 2013, RCI Banque

posted a strong performance with a 47.4% penetration rate on financing.

Bolstered by growth in the Turkish market, the number of RCI Banque new vehicle financing contracts in the **Euromed-Africa Region** (Romania, Morocco and Turkey) nearly tripled, to 58,167. The penetration rate on new vehicles financed was stable at 26.0%. Turkey, consolidated by RCI Banque in 2013, is already the number-eight contributor to new-vehicle financing contracts.

The penetration rate on financing in the **Eurasia Region** (Russia), consolidated by RCI Banque in 2013, came to 25.0%. Russia is already the number-three RCI Banque subsidiary on new-vehicle financing contracts.

1.2.3. INTERNATIONAL DEVELOPMENT AND NEW ACTIVITIES

RCI Banque is pursuing its **international expansion** by supporting the market development of Alliance brands. The share of non-European business continues to increase, now accounting for over one-third of financing contracts (35%, compared with 26% in 2012).

In Turkey, the joint venture between RCI Banque and Oyak completed its first full year of business, with a 25.0% penetration rate on vehicle financing and a total 37,970 contracts financed.

In Russia, the financing bank in partnership with Nissan and Unicredit started up activity in November. It will make a strong contribution to the growth of RCI Banque Group by supporting Alliance sales in this strategic market.

Following the successful launch in France of the **ZESTO savings plan** in 2012, RCI Banque continued its policy of diversifying financing sources in 2013, successfully extending its savings deposit business to Germany. At end-December, total deposits amounted to €4.3 billion, of which €84 million in term deposit accounts. RCI Banque has thus positioned the savings business as a major lever for refinancing its automotive loan activity.

RCI Banque has in two years become a services operator for electric-vehicle **battery rental** in 19 countries for the Renault and Nissan brands. At end-2013, the number of batteries in service totaled over 31,000 (with five marketed models: Kangoo Z.E., Fluence Z.E., Twizy, ZOE for Renault and Leaf for Nissan).

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SALES PERFORMANCE

1.3. SALES AND PRODUCTION STATISTICS

1.3. SALES AND PRODUCTION STATISTICS

RENAULT GROUP WORLDWIDE SALES

| PASSENGER CARS AND LIGHT COMMERCIAL VEHICLES (UNITS) | 2013* | 2012 | Change (%) |
|--|------------------|------------------|------------|
| Twingo | 84,637 | 103,502 | -18.2 |
| Wind | 394 | 1,663 | -76.3 |
| Clio | 462,047 | 366,364 | 26.1 |
| ZOE | 8,857 | 68 | - |
| Thalia | 16,238 | 61,749 | -73.7 |
| Modus | 5,114 | 30,413 | -83.2 |
| Captur / QM3 | 95,014 | - | - |
| Pulse | 4,791 | 6,217 | -22.9 |
| Logan | 257,540 | 323,772 | -20.5 |
| Sandero | 354,961 | 299,918 | 18.4 |
| Lodgy | 43,506 | 29,359 | 48.2 |
| Mégane / Scénic | 302,516 | 403,845 | -25.1 |
| Fluence (incl. Z.E.) / SM3 / Scala | 134,810 | 135,862 | -0.8 |
| Duster | 376,672 | 297,616 | 26.6 |
| Laguna | 18,327 | 30,074 | -39.1 |
| Latitude / SM5 / Safrane | 38,835 | 41,879 | -7.3 |
| Koleos / QM5 | 52,862 | 57,333 | -7.8 |
| Espace | 8,369 | 12,695 | -34.1 |
| SM7 / Talisman | 3,844 | 5,660 | -32.1 |
| Kangoo (incl. Z.E.) | 146,723 | 168,700 | -13.0 |
| Dokker | 51,840 | 2,910 | - |
| Trafic | 61,717 | 67,155 | -8.1 |
| Master | 88,814 | 89,774 | -1.1 |
| Other | 9,780 | 12,094 | -19.1 |
| TOTAL WORLDWIDE GROUP PC / LCV SALES | 2,628,208 | 2,548,622 | 3.1 |
| <i>* Preliminary figures.</i> | | | |
| Twizy** | 3,025 | 9,016 | -66.4 |

** Twizy is a quadricycle and therefore not included in Group automotive sales.

SALES PERFORMANCE

1.3. SALES AND PRODUCTION STATISTICS

RENAULT GROUP EUROPEAN SALES

| PASSENGER CARS AND LIGHT COMMERCIAL VEHICLES (UNITS) | 2013* | 2012 | Change (%) |
|--|------------------|------------------|------------|
| Twingo | 82,117 | 97,262 | -15.6 |
| Wind | 360 | 1,557 | -76.9 |
| Clio | 313,747 | 271,259 | 15.7 |
| ZOE | 8,846 | 68 | - |
| Thalia | 825 | 4,557 | -81.9 |
| Modus | 5,111 | 30,409 | -83.2 |
| Captur / QM3 | 86,804 | - | - |
| Pulse | - | - | - |
| Logan | 17,667 | 29,010 | -39.1 |
| Sandero | 122,036 | 72,510 | 68.3 |
| Lodgy | 34,481 | 27,613 | 24.9 |
| Mégane / Scénic | 266,002 | 337,885 | -21.3 |
| Fluence (incl. Z.E.) / SM3 / Scala | 6,448 | 10,458 | -38.3 |
| Duster | 84,693 | 100,275 | -15.5 |
| Laguna | 18,049 | 29,528 | -38.9 |
| Latitude / SM5 / Safrane | 585 | 2,076 | -71.8 |
| Koleos / QM5 | 8,428 | 15,386 | -45.2 |
| Espace | 8,368 | 12,686 | -34.0 |
| SM7 / Talisman | - | - | - |
| Kangoo (incl. Z.E.) | 86,859 | 98,624 | -11.9 |
| Dokker | 31,507 | 1,107 | - |
| Trafic | 54,848 | 61,051 | -10.2 |
| Master | 54,664 | 56,504 | -3.3 |
| Other | 9,419 | 11,568 | -18.6 |
| TOTAL EUROPEAN GROUP PC / LCV SALES | 1,301,864 | 1,271,393 | 2.4 |
| <i>* Preliminary figures.</i> | | | |
| Twizy** | 2,999 | 9,011 | -66.7 |

** Twizy is a quadricycle and therefore not included in Group automotive sales.

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SALES PERFORMANCE

1.3. SALES AND PRODUCTION STATISTICS

RENAULT GROUP INTERNATIONAL SALES

| PASSENGER CARS AND LIGHT COMMERCIAL VEHICLES (UNITS) | 2013* | 2012 | Change (%) |
|--|------------------|------------------|------------|
| Twingo | 2,520 | 6,240 | -59.6 |
| Wind | 34 | 106 | -67.9 |
| Clio | 148,300 | 95,105 | 55.9 |
| ZOE | 11 | - | - |
| Thalia | 15,413 | 57,192 | -73.1 |
| Modus | 3 | 4 | -25.0 |
| Captur / QM3 | 8,210 | - | |
| Pulse | 4,791 | 6,217 | -22.9 |
| Logan | 239,873 | 294,762 | -18.6 |
| Sandero | 232,925 | 227,408 | 2.4 |
| Lodgy | 9,025 | 1,746 | - |
| Mégane / Scénic | 36,514 | 65,960 | -44.6 |
| Fluence (yc Z.E.) / SM3 / Scala | 128,362 | 125,404 | 2.4 |
| Duster | 291,979 | 197,341 | 48.0 |
| Laguna | 278 | 546 | -49.1 |
| Latitude / SM5 / Safrane | 38,250 | 39,803 | -3.9 |
| Koleos / QM5 | 44,434 | 41,947 | 5.9 |
| Espace | 1 | 9 | -88.9 |
| SM7 / Talisman | 3,844 | 5,660 | -32.1 |
| Kangoo (yc Z.E.) | 59,864 | 70,076 | -14.6 |
| Dokker | 20,333 | 1,803 | - |
| Trafic | 6,869 | 6,104 | 12.5 |
| Master | 34,150 | 33,270 | 2.6 |
| Other | 361 | 526 | -31.4 |
| TOTAL INTERNATIONAL GROUP PC / LCV SALES | 1,326,344 | 1,277,229 | 3.8 |
| <i>* Preliminary figures.</i> | | | |
| Twizy | 26 | 5 | - |

** Twizy is a quadricycle and therefore not included in Group automotive sales.

SALES PERFORMANCE

1.3. SALES AND PRODUCTION STATISTICS

RENAULT GROUP WORLDWIDE PRODUCTION BY MODEL⁽¹⁾

| PASSENGER CARS AND LIGHT COMMERCIAL VEHICLES (UNITS) | 2013* | 2012 | Change (%) |
|--|------------------|------------------|------------|
| Twizy | 2,288 | 11,325 | -79.8 |
| Twingo / Wind | 83,875 | 101,508 | -17.4 |
| Clio | 458,302 | 393,228 | 16.5 |
| ZOE | 9,969 | 446 | - |
| Thalia | 10,195 | 51,779 | -80.3 |
| Modus | - | 31,193 | - |
| Captur / QM3 | 117,517 | - | - |
| Logan | 212,734 | 183,216 | 16.1 |
| Sandero | 369,022 | 294,339 | 25.4 |
| Other Logan | 17,761 | 46,168 | -61.5 |
| Duster | 323,299 | 287,953 | 12.3 |
| Lodgy | 34,254 | 41,455 | -17.4 |
| Dokker | 56,705 | 8,901 | - |
| Mégane / Scénic | 278,188 | 377,685 | -26.3 |
| Fluence (incl. Z.E.) / SM3 / Scala | 120,212 | 150,084 | -19.9 |
| Laguna | 17,902 | 27,703 | -35.4 |
| Latitude / SM5 | 37,550 | 40,162 | 28.5 |
| Koleos | 51,606 | 54,957 | -6,1 |
| Espace | 7,494 | 12,931 | -42.0 |
| SM7 / Talisman | 3,805 | 3,768 | 1.0 |
| Kangoo (incl. Z.E.) | 172,316 | 195,072 | -11.7 |
| Master | 108,300 | 117,190 | -7.6 |
| Other | 27,039 | 13,594 | 92.6 |
| GROUP GLOBAL PRODUCTION | 2,518,045 | 2,433,332 | 3.5 |
| o/w produced for partners: | | | |
| GM (Master) | 13,834 | 13,039 | 6.1 |
| Nissan (Mercosur / Korea) | 31,010 | 43,818 | -29.2 |
| Daimler (Citan) | 17,687 | 14,099 | 25.4 |

* Preliminary figures.

| PRODUCED BY PARTNERS FOR RENAULT | 2013* | 2012 | Change (%) |
|----------------------------------|---------|---------|------------|
| Nissan (incl. India) | 154,262 | 98,228 | 57.0 |
| Others (GM, Iran, AVTOVAZ) | 33,611 | 113,786 | -70.5 |

* Preliminary figures.

(1) Production data concern the number of vehicles leaving the production line.

1

SALES PERFORMANCE

1.3. SALES AND PRODUCTION STATISTICS

GEOGRAPHICAL ORGANIZATION OF THE RENAULT GROUP BY REGION – COUNTRIES IN EACH REGION

At December 31, 2013

| EUROPE | AMERICAS | ASIA-PACIFIC | EUROMED-AFRICA | EURASIA |
|---------------------|-------------------------------|---------------|---|--------------|
| Metropolitan France | Northern Latin America | Japan | Eastern Europe | Russia |
| Austria | Colombia | South Korea | Bulgaria | Armenia |
| Germany | Costa Rica | | Moldova | Azerbaijan |
| Belgium-Lux. | Cuba | India | Romania | Belarus |
| Denmark | Ecuador | | | Georgia |
| Spain | Honduras | Iran | Turkey | Kazakhstan |
| Finland | Mexico | | | Kyrgyzstan |
| Greece | Nicaragua | Saudi Arabia | Africa | Uzbekistan |
| Ireland | Panama | Gulf States | Algeria | Tajikistan |
| Iceland | El Salvador | Iraq | Morocco | Turkmenistan |
| Italy | Venezuela | Israel | Tunisia | Ukraine |
| Norway | Dominican Rep. | Jordan | Egypt | |
| Netherlands | | Lebanon | Libya | |
| Portugal | Southern Latin America | Pakistan | Sub Saharian African countries | |
| United Kingdom | Argentina | Asean | South Africa | |
| Sweden | Brazil | Brunei | Madagascar | |
| Switzerland | Bolivia | Cambodia | | |
| Albania | Chili | Indonesia | French overseas departments West Indies and Indian Ocean | |
| Bosnia | Paraguay | Laos | Guadeloupe | |
| Cyprus | Peru | Malaysia | French Guiana | |
| Croatia | Uruguay | Philippines | Martinique | |
| Hungary | | Hong Kong | Saint Martin | |
| Macedonia | | Singapore | St Pierre and Miquelon | |
| Malta | | Thailand | Réunion | |
| Montenegro | | Viet Nam | Comoro Islands | |
| Baltic States | | | Seychelles | |
| Poland | | Australia | Mauritius | |
| Czech Rep. | | New Caledonia | | |
| Serbia | | New Zealand | | |
| Slovakia | | Tahiti | | |
| Slovenia | | CHINA | | |

OVERVIEW

| (€ million) | 2013 | 2012 restated* | Change | 2012 published |
|---|---------------|----------------|--------|----------------|
| Group revenues | 40,932 | 40,720 | 0.5% | 41,270 |
| Operating profit | 1,242 | 782 | 460 | 729 |
| Operating income | -34 | 183 | -217 | 122 |
| Financial result | -282 | -321 | 39 | -266 |
| Contribution from associated companies | 1,444 | 1,475 | -31 | 1,504 |
| o/w Nissan | 1,498 | 1,213 | 285 | 1,234 |
| Gain from the disposal of AB Volvo A shares | - | 924 | -924 | 924 |
| Net income | 695 | 1,712 | -1,017 | 1,735 |
| Automotive operational free cash flow | 827 | 609 | 218 | 597 |
| Automotive net cash position | 1,761 | 1,532 | 229 | 1,492 |
| Shareholders' equity | 23,214 | 24,564 | -1,350 | 24,547 |

* Restated to reflect the retroactive application of the IFRS 11 "Partnerships" and revised IAS 19 "Employee benefits" standards.

2.1. COMMENTS ON THE FINANCIAL RESULTS

2.1.1. CONSOLIDATED INCOME STATEMENT

OPERATING SEGMENT CONTRIBUTION TO GROUP REVENUES

| (€ million) | 2013 | | | | | 2012 restated* | | | | |
|-----------------|--------------|---------------|--------------|---------------|---------------|----------------|---------------|--------------|---------------|---------------|
| | Q1 | Q2 | Q3 | Q4 | Year | Q1 | Q2 | Q3 | Q4 | Year |
| Automotive | 7,736 | 11,647 | 7,483 | 11,909 | 38,775 | 8,852 | 10,701 | 7,804 | 11,255 | 38,612 |
| Sales Financing | 529 | 529 | 515 | 584 | 2,157 | 519 | 550 | 513 | 526 | 2,108 |
| Total | 8,265 | 12,176 | 7,998 | 12,493 | 40,932 | 9,371 | 11,251 | 8,317 | 11,781 | 40,720 |

| (%) | Change 2013/2012 restated* | | | | |
|-----------------|----------------------------|------------|-------------|------------|------------|
| | Q1 | Q2 | Q3 | Q4 | Year |
| Automotive | -12.6 | 8.8 | -4.1 | 5.8 | 0.4 |
| Sales Financing | 1.9 | -3.8 | 0.4 | 11.0 | 2.3 |
| Total | -11.8 | 8.2 | -3.8 | 6.0 | 0.5 |

* Restated to reflect the retroactive application of the IFRS 11 "Partnerships" and the revised IAS 19 "Employee benefits" standards.

The **Automotive division's contribution** to revenues was €38,775 million, up 0.4%, despite a negative exchange rate effect of 4.1 points, reflecting the substantial devaluation of a basket of currencies and in particular the Argentine peso, the Brazilian real, the Iranian rial, the Russian ruble, and the Indian rupee. This trend was mainly attributable to:

- increased new vehicles sales, resulting in a positive volume effect of 1.6 points;
- a positive geographic mix of 0.7 points and a neutral product mix;
- a positive price effect of 1.3 points, reflecting the pricing policy instituted by the Group to enhance the value of

the Renault brand and offset the weakness of certain currencies;

- other Group sales (including powertrain components and vehicles to partners), which had a positive impact of 1.1 points.

By Region (excluding other businesses):

- Europe accounted for 0.3 points of the decrease in revenues;
- International ⁽¹⁾ operations contributed 0.5 points, despite the negative exchange rate effect.

(1) Regions excluding Europe: Americas, Asia-Pacific, Euromed-Africa and Eurasia.

2

FINANCIAL RESULTS

2.1. COMMENTS ON THE FINANCIAL RESULTS

OPERATING SEGMENT CONTRIBUTION TO GROUP OPERATING PROFIT

| (€ million) | 2013 | 2012 (restated*) | Change | 2012 (published) |
|----------------------------|--------------|---------------------|------------|---------------------|
| Automotive division | 495 | 34 | 461 | -25 |
| % of division revenues | 1.3% | 0.1% | 1.2 pt | -0.1% |
| Sales Financing | 747 | 748 | -1 | 754 |
| Total | 1,242 | 782 | 460 | 729 |
| % of Group revenues | 3.0% | 1.9% | 1.1 pt | 1.8% |

* Restated to reflect the retroactive application of the IFRS 11 "Partnerships" and the revised IAS 19 "Employee benefits" standards.

The **Automotive** division's operating profit increased from €461 million to €495 million (1.3% of its revenues), owing mainly to:

- the *Monozukuri* plan, which reduced costs by €714 million (including the €86 million decrease in raw materials costs);
- the positive mix/price/enhancement effect of €276 million. Combining to produce this result were a virtuous pricing policy in Europe linked to sales performance of new models, and higher prices in international ⁽¹⁾ markets aimed

at offsetting the negative exchange rate effects of certain currencies;

- an increase in volumes, which had a positive impact of €121 million;
- an €18 million reduction in overheads.

These positive effects made up for a negative exchange rate effect of €619 million, stemming mainly from the devaluation of the Argentine peso, the Russian ruble, and the Iranian rial.

RENAULT GROUP – RESEARCH AND DEVELOPMENT EXPENSES*

| (€ million) | 2013 | 2012 (restated*) | Change | 2012 (published) |
|--|---------------|---------------------|-----------|---------------------|
| R&D expenses | -1,793 | -1,863 | 70 | -1,889 |
| Capitalized development expenses | 732 | 764 | -32 | 764 |
| % of R&D expenses | -40.8% | -41.0% | 0.2% | -40.4% |
| Amortization | -751 | -790 | 39 | -790 |
| Gross R&D expenses recorded in the income statement | -1,812 | -1,889 | 77 | -1,915 |

* Restated to reflect the retroactive application of the IFRS 11 "Partnerships" and the revised IAS 19 "Employee benefits" standards.

The contribution of **Sales Financing** to the Group operating profit was €747 million, compared with €748 million in 2012⁽²⁾. This stability was notably related to the €31 million negative exchange rate effect stemming from the devaluation of the Brazilian real and the Argentine peso. The cost of risk (including country risk) remained under control, at 0.42% of the average outstanding loans, compared with 0.38% in 2012. A cost of risk remaining below the structural threshold is a reflection of the sound approval policy initiated in 2009 and efficient collection management.

Other operating income and expenses showed a net expense of €1,276 million, compared with an expense of €607 million in 2012. This net expense consisted mainly of:

- a complementary provision of €514 million registered in the first-half to cover all exposure in Iran;
- depreciation of assets amounting to €488 million for various vehicle programs;

- restructuring charges amounting to €423 million, related mainly to the competitiveness agreement signed in France;
- €153 million in capital gains on disposals.

After recognizing other operating income and expenses, the Group reported **negative operating income** of €34 million, compared with positive operating income of €183 million in 2012⁽²⁾.

The **net financial result** showed a net charge of €282 million, compared with a net charge of €321 million in 2012⁽²⁾.

Renault's **share in associated companies** generated a gain of €1,444 million, including:

- €1,498 million from Nissan (compared with €1,213 million in 2012⁽²⁾);
- -€34 million from AVTOVAZ (compared with €186 million in 2012⁽²⁾).

(1) Regions excluding Europe: Americas, Asia-Pacific, Euromed-Africa and Eurasia.

(2) Restated to reflect the retroactive application of the IFRS 11 "Partnerships" and the revised IAS 19 "Employee benefits" standards.

FINANCIAL RESULTS

2.1. COMMENTS ON THE FINANCIAL RESULTS

Current and deferred taxes showed a charge of €433 million (compared with €549 million in 2012⁽²⁾), including a charge of €443 million for current taxes and €10 million in net income from deferred tax assets.

Net income came to €695 million, compared with €1,712 million in 2012⁽²⁾. Net income, Group share, amounted to €586 million (compared with €1,749 million in 2012⁽²⁾). Shareholder's equity down €1,350 million to €23,214 million.

2.1.2. AUTOMOTIVE FREE CASH FLOW AND NET CASH POSITION

AUTOMOTIVE FREE CASH FLOW

| (€ million) | 2013 | 2012 (restated)* | Change | 2012 (published) |
|--|------------|---------------------|------------|---------------------|
| Cash flow | 2,914 | 2,573 | 342 | 2,577 |
| Change in the working capital requirement | 790 | 918 | -128 | 922 |
| Tangible and intangible investments net of disposals | -2,543 | -2,654 | 111 | -2,674 |
| Leased vehicles and batteries | -334 | -228 | -107 | -228 |
| OPERATIONAL FREE CASH FLOW | 827 | 609 | 218 | 597 |

* Restated to reflect the retroactive application of the IFRS 11 "Partnerships" and the revised IAS 19 "Employee benefits" standards.

In 2013, the Automotive division reported positive **free cash flow** of €827 million, resulting from:

- cash flow of €2,914 million;
- a negative change in the working capital requirement of €790 million;
- tangible and intangible investments net of disposals of -€2,543 million, stable compared with 2012 (-€2,654 million) and in line with the Plan's objective of under 9% of revenues;
- a €334 million increase in leased vehicles and batteries.

This free cash flow net of dividend payments (-€105 million) and diverse transactions such as the increase in the Group's equity interest in AVTOVAZ accounted for the €269 million increase in **the Automotive division's net cash position**, which stood at €1,761 million on December 31, 2013.

(2) Restated to reflect the retroactive application of the IFRS 11 "Partnerships" and the revised IAS 19 "Employee benefits" standards.

2

FINANCIAL RESULTS

2.1. COMMENTS ON THE FINANCIAL RESULTS

TANGIBLE AND INTANGIBLE INVESTMENTS NET OF DISPOSALS BY OPERATING SEGMENT

| (€ million) | 2013 | 2012 (restated*) | 2012 (published) |
|--|--------------|---------------------|---------------------|
| Tangible investments (excluding capitalized leased vehicles and batteries) | 1,914 | 1,916 | 1,936 |
| Intangible investments | 827 | 900 | 900 |
| <i>o/w capitalized R&D</i> | 732 | 764 | 764 |
| Total acquisitions | 2,741 | 2,816 | 2,836 |
| Disposal gains | -198 | -162 | -162 |
| Total Automotive division | 2,543 | 2,654 | 2,674 |
| Total Sales Financing | 8 | 11 | 11 |
| TOTAL GROUP | 2,551 | 2,665 | 2,685 |

* Restated to reflect the retroactive application of the IFRS 11 "Partnerships" and the revised IAS 19 "Employee benefits" standards.

Total gross investment was down slightly in 2013, compared with 2012; the breakdown was 60% in Europe and 40% in the rest of the world:

- in Europe: investment went mainly to the development and the adaptation of the industrial equipment linked to the renewal of the B range (Captur), the C range (Scenic XMod, new brand identity), the D range (New Espace), the future Twingo project and the renewal of the LCV range (New Trafic);
- outside Europe: investments mainly concerned the Entry range (Morocco, Romania, Russia and South America), modernization and capacity increases (mechanical components and vehicles).

NET CAPEX AND R&D EXPENSES

| (€ million) | 2013 | 2012 (restated*) | 2012 (published) |
|--|--------------|---------------------|---------------------|
| Tangible and intangible investments net of disposals (excluding capitalized leased vehicles and batteries) | 2,551 | 2,665 | 2,685 |
| Capitalized development expenses | -732 | -764 | -764 |
| Other | -272 | -145 | -145 |
| Net industrial and commercial investments (1) | 1,547 | 1,756 | 1,776 |
| <i>% of Group revenues</i> | 3.8% | 4.3% | 4.3% |
| R&D expenses | 1,793 | 1,863 | 1,889 |
| <i>o/w billed to third parties</i> | -277 | -313 | -319 |
| Net R&D expenses (2) | 1,516 | 1,550 | 1,570 |
| <i>% of Group revenues</i> | 3.7% | 3.8% | 3.8% |
| Net capex and R&D expenses (1) + (2) | 3,063 | 3,306 | 3,346 |
| <i>% of Group revenues</i> | 7.5% | 8.2% | 8.1% |

* Restated to reflect the retroactive application of the IFRS 11 "Partnerships" and the revised IAS 19 "Employee benefits" standards.

AUTOMOTIVE DIVISION NET CASH POSITION

| (€ million) | Dec. 31, 2013 | Dec. 31, 2012 (restated*) | Dec. 31, 2012 (published) |
|--|---------------|------------------------------|------------------------------|
| Non-current financial liabilities | -6,837 | -6,355 | -6,276 |
| Current financial liabilities | -3,449 | -3,680 | -3,802 |
| Non-current financial assets – other securities, loans and derivatives on financial operations | 368 | 348 | 348 |
| Current financial assets | 975 | 1,150 | 1,150 |
| Cash and cash equivalents | 10,704 | 10,069 | 10,072 |
| Net cash position | 1,761 | 1,532 | 1,492 |

* Restated to reflect the retroactive application of the IFRS 11 "Partnerships" and the revised IAS 19 "Employee benefits" standards.

2.1.3. CASH POSITION AT DECEMBER 31, 2013

In 2013, the **Automotive** contracted nearly €2.4 billion in medium-term loans and has thus refinanced its 2013 bond repayments as well as part of those falling due in 2014. In 2013, Renault once again confirmed its access to the euro, yen (Samurai bond) and yuan (Dim Sum bond) markets. The Automotive division's cash reserves stood at €14.1 billion at end-December 2013. These reserves consisted of:

- €10.7 billion in cash and cash equivalents;
- €3.4 billion in undrawn confirmed lines of credit.

At December 31, 2013, **RCI Banque** had available liquidity of €7.5 billion, consisting of:

- €4.1 billion in undrawn confirmed lines of credit;
- €2.5 billion in central-bank eligible collateral;
- €0.9 billion in cash.

2

FINANCIAL RESULTS

2.2. CONSOLIDATED FINANCIAL STATEMENTS

2.2. CONSOLIDATED FINANCIAL STATEMENTS

2.2.1. CONSOLIDATED INCOME STATEMENT

| <i>(€ million)</i> | 2013 | 2012 |
|--|---------------|---------------|
| Revenues (note 4) | 40,932 | 41,270 |
| Cost of goods and services sold | (33,611) | (34,092) |
| Research and development expenses (note 11-A) | (1,812) | (1,915) |
| Selling, general and administrative expenses | (4,267) | (4,534) |
| Operating profit (note 5) | 1,242 | 729 |
| Other operating income and expenses (note 6) | (1,276) | (607) |
| <i>Other operating income</i> | 222 | 224 |
| <i>Other operating expenses</i> | (1,498) | (831) |
| Operating income (loss) | (34) | 122 |
| Net interest income (expenses) | (267) | (267) |
| <i>Interest income</i> | 183 | 184 |
| <i>Interest expenses</i> | (450) | (451) |
| Other financial income and expenses | (15) | 1 |
| Financial income (expenses) (note 7) | (282) | (266) |
| Gain on sale of AB Volvo shares (note 14) | - | 924 |
| Share in net income (loss) of associates and joint ventures | 1,444 | 1,504 |
| <i>Nissan (note 13)</i> | 1,498 | 1,234 |
| <i>Other associates and joint ventures (note 14)</i> | (54) | 270 |
| Pre-tax income | 1,128 | 2,284 |
| Current and deferred taxes (note 8) | (433) | (549) |
| Net income | 695 | 1,735 |
| Net income – non-controlling interests' share | 109 | (37) |
| Net income – parent-company shareholders' share | 586 | 1,772 |
| Basic earnings per share ⁽¹⁾ in € (note 9) | 2.15 | 6.51 |
| Diluted earnings per share ⁽¹⁾ in € (note 9) | 2.14 | 6.50 |
| Number of shares outstanding (in thousands) (note 9) | | |
| <i>For basic earnings per share</i> | 272,290 | 272,256 |
| <i>For diluted earnings per share</i> | 274,096 | 272,393 |

(1) Net income – parent-company shareholders' share divided by number of shares stated.

NB: The notes indicated refer to the Notes to the 2013 consolidated financial statements presented in chapter 4 of the 2013 Registration document.

2.2.2. CONSOLIDATED COMPREHENSIVE INCOME

Other components of comprehensive income are reported net of tax effects, which are presented in note 10.

| (€ million) | 2013 | 2012 |
|---|----------------|----------------|
| NET INCOME | 695 | 1,735 |
| <i>Items that will not be reclassified subsequently to profit or loss</i> | 68 | (268) |
| Actuarial gains and losses on defined-benefit pension plans | 68 | (268) |
| <i>Items that have been or will be reclassified subsequently to profit or loss</i> | 215 | 48 |
| Translation adjustments on foreign activities ⁽¹⁾ | (383) | (99) |
| Partial hedge of the investment in Nissan ⁽²⁾ | 209 | 35 |
| Fair value adjustments on cash flow hedging instruments ⁽³⁾ | 34 | (20) |
| Fair value adjustments on available-for-sale financial assets ⁽²⁾ | 355 | 132 |
| Total other components of comprehensive income excluding associates and joint ventures (A) | 283 | (220) |
| <i>Items that will not be reclassified subsequently to profit or loss</i> | 42 | 10 |
| Actuarial gains and losses on defined-benefit pension plans | 42 | 10 |
| <i>Items that have been or will be reclassified subsequently to profit or loss ⁽⁴⁾</i> | (1,965) | (1,111) |
| Translation adjustments on foreign activities | (2,112) | (1,164) |
| Fair value adjustments on cash flow hedging instruments | 5 | (19) |
| Fair value adjustments on available-for-sale financial assets | 142 | 72 |
| Share of associates and joint ventures in other components of comprehensive income (B) | (1,923) | (1,101) |
| Other components of comprehensive income (A) + (B) | (1,640) | (1,321) |
| COMPREHENSIVE INCOME | (945) | 414 |
| Parent-company shareholders' share | (1,055) | 450 |
| Non-controlling interests' share | 110 | (36) |

(1) Including €9 million reclassified to profit or loss in 2013 (nil in 2012).

(2) There were no reclassifications to profit or loss for this item in 2013 or 2012.

(3) Including €25 million reclassified to profit or loss in 2013 (€31 million in 2012).

(4) Including €(19) million reclassified to profit or loss in 2013 (€(39) million in 2012).

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FINANCIAL RESULTS

2.2. CONSOLIDATED FINANCIAL STATEMENTS

2.2.3. CONSOLIDATED FINANCIAL POSITION

| ASSETS (€ million) | Dec. 31, 2013 | Dec. 31, 2012 |
|--|---------------|---------------|
| NON-CURRENT ASSETS | | |
| Intangible assets (note 11-A) | 3,282 | 3,482 |
| Property, plant and equipment (note 11-B) | 10,973 | 11,534 |
| Investments in associates and joint ventures | 14,874 | 15,562 |
| <i>Nissan (note 13)</i> | 14,068 | 14,788 |
| <i>Other associates and joint ventures (note 14)</i> | 806 | 774 |
| Non-current financial assets (note 22) | 1,530 | 1,032 |
| Deferred tax assets (note 8) | 396 | 416 |
| Other non-current assets (note 18) | 1,076 | 821 |
| Total non-current assets | 32,131 | 32,847 |
| CURRENT ASSETS | | |
| Inventories (note 15) | 3,162 | 3,864 |
| Sales financing receivables (note 16) | 23,650 | 23,230 |
| Automotive receivables (note 17) | 970 | 1,144 |
| Current financial assets (note 22) | 1,098 | 989 |
| Current tax assets | 64 | 39 |
| Other current assets (note 18) | 2,256 | 2,121 |
| Cash and cash equivalents (note 22) | 11,661 | 11,180 |
| Total current assets | 42,861 | 42,567 |
| TOTAL ASSETS | 74,992 | 75,414 |
| SHAREHOLDERS' EQUITY AND LIABILITIES (€ million) | | |
| SHAREHOLDERS' EQUITY | | |
| Share capital | 1,127 | 1,127 |
| Share premium | 3,785 | 3,785 |
| Treasury shares | (187) | (201) |
| Revaluation of financial instruments | 571 | 36 |
| Translation adjustment | (3,674) | (1,386) |
| Reserves | 20,629 | 19,159 |
| Net income – parent-company shareholders' share | 586 | 1,772 |
| Shareholders' equity – parent-company shareholders' share | 22,837 | 24,292 |
| Shareholders' equity – non-controlling interests' share | 377 | 255 |
| Total shareholders' equity (note 19) | 23,214 | 24,547 |
| NON-CURRENT LIABILITIES | | |
| Deferred tax liabilities (note 8) | 121 | 123 |
| Provisions – long-term (note 20) | 2,544 | 2,496 |
| Non-current financial liabilities (note 23) | 7,100 | 6,622 |
| Other non-current liabilities (note 21) | 1,119 | 844 |
| Total non-current liabilities | 10,884 | 10,085 |
| CURRENT LIABILITIES | | |
| Provisions – short-term (note 20) | 1,095 | 889 |
| Current financial liabilities (note 23) | 2,921 | 3,094 |
| Sales financing debts (note 23) | 23,757 | 23,305 |
| Trade payables | 6,171 | 6,558 |
| Current tax liabilities | 126 | 131 |
| Other current liabilities (note 21) | 6,824 | 6,805 |
| Total current liabilities | 40,894 | 40,782 |
| TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES | 74,992 | 75,414 |

2.2.4. CHANGE IN SHAREHOLDERS' EQUITY

| | Number of shares (thousand) | Share capital | Share premium | Treasury shares | Revaluation of financial instruments | Translation adjustment | Reserves | Net income (parent-company shareholders' share) | Shareholders' equity (parent-company shareholders' share) | Shareholders' equity (non-controlling entities' share) | Total shareholders' equity |
|--|-----------------------------|---------------|---------------|-----------------|--------------------------------------|------------------------|---------------|---|---|--|----------------------------|
| <i>(€ million)</i> | | | | | | | | | | | |
| Balance at December 31, 2011 | 295,722 | 1,127 | 3,785 | (201) | (129) | (155) | 17,567 | 2,092 | 24,086 | 481 | 24,567 |
| 2012 net income | - | - | - | - | - | - | - | 1,772 | 1,772 | (37) | 1,735 |
| Other components of comprehensive income ⁽¹⁾ | - | - | - | - | 165 | (1,231) | (256) | - | (1,322) | 1 | (1,321) |
| 2012 comprehensive income | - | - | - | - | 165 | (1,231) | (256) | 1,772 | 450 | (36) | 414 |
| Allocation of 2011 net income | - | - | - | - | - | - | 2,092 | (2,092) | - | - | - |
| Dividends | - | - | - | - | - | - | (316) | - | (316) | (68) | (384) |
| (Acquisitions) / disposals of treasury shares and impact of capital increases | - | - | - | - | - | - | - | - | - | - | - |
| Impact of changes in the scope of consolidation with no loss of control ⁽²⁾ | - | - | - | - | - | - | 57 | - | 57 | (122) | (65) |
| Cost of stock option plans | - | - | - | - | - | - | 15 | - | 15 | - | 15 |
| Balance at December 31, 2012 as published | 295,722 | 1,127 | 3,785 | (201) | 36 | (1,386) | 19,159 | 1,772 | 24,292 | 255 | 24,547 |
| Restatements for application of IFRS 11 and IAS 19 (revised) ⁽³⁾ | - | - | - | - | - | (2) | 42 | (23) | 17 | - | 17 |
| Restated balance at December 31, 2012 | 295,722 | 1,127 | 3,785 | (201) | 36 | (1,388) | 19,201 | 1,749 | 24,309 | 255 | 24,564 |
| 2013 net income | - | - | - | - | - | - | - | 586 | 586 | 109 | 695 |
| Other components of comprehensive income ⁽¹⁾ | - | - | - | - | 535 | (2,286) | 110 | - | (1,641) | 1 | (1,640) |
| 2013 comprehensive income | - | - | - | - | 535 | (2,286) | 110 | 586 | (1,055) | 110 | (945) |
| Allocation of 2012 net income | - | - | - | - | - | - | 1,749 | (1,749) | - | - | - |
| Dividends | - | - | - | - | - | - | (469) | - | (469) | (56) | (525) |
| (Acquisitions) / disposals of treasury shares and impact of capital increases | - | - | - | 14 | - | - | - | - | 14 | - | 14 |
| Impact of changes in the scope of consolidation with or without loss of control ⁽²⁾ | - | - | - | - | - | - | 19 | - | 19 | 68 | 87 |
| Cost of stock option plans | - | - | - | - | - | - | 19 | - | 19 | - | 19 |
| Balance at December 31, 2013 | 295,722 | 1,127 | 3,785 | (187) | 571 | (3,674) | 20,629 | 586 | 22,837 | 377 | 23,214 |

(1) Changes in reserves correspond to actuarial gains and losses on defined-benefit pension funds during the period (€(258) million in 2012 and €110 million in 2013).

(2) Impacts of changes in the scope of consolidation comprise the treatment applied to acquisitions of non-controlling interests and put options for buyouts of non-controlling interests (note 2-C). In 2013, they also included the effects of Renault Pars deconsolidation (note 6-E) and transfer of control over Renault South Africa to the partner (note 6-B). In 2012, the main changes in the scope of consolidation concern Renault's acquisitions of non-controlling interests in Avtoframos and Remosprom in Russia and Nissan's acquisition of non-controlling interests in Aichi Kikai in Japan (note 13).

(3) The restatements resulting from retrospective application of IFRS 11 "Joint Arrangements" and IAS 19 (revised) "Employee benefits" are presented in note 2-A2.

Details of changes in consolidated shareholders' equity in 2013 are given in note 19.

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FINANCIAL RESULTS

2.2. CONSOLIDATED FINANCIAL STATEMENTS

2.2.5. CONSOLIDATED CASH FLOWS

| (€ million) | 2013 | 2012 |
|--|----------------|----------------|
| NET INCOME | 695 | 1,735 |
| Cancellation of dividends received from unconsolidated listed investments ⁽¹⁾ | (27) | (34) |
| Cancellation of income and expenses with no impact on cash | | |
| Depreciation, amortization and impairment | 3,169 | 3,307 |
| Share in net (income) loss of associates and joint ventures | (1,444) | (1,504) |
| Other income and expenses with no impact on cash (note 26-A) | 815 | (788) |
| Dividends received from unlisted associates and joint ventures | 6 | 3 |
| Cash flow ⁽²⁾ | 3,214 | 2,719 |
| Dividends received from listed companies ⁽³⁾ | 433 | 507 |
| Net change in financing for final customers | (534) | (568) |
| Net change in renewable dealer financing | (781) | (896) |
| Decrease (increase) in sales financing receivables | (1,315) | (1,464) |
| Bond issuance by the Sales Financing segment (note 23-A) | 2,958 | 3,509 |
| Bond redemption by the Sales Financing segment (note 23-A) | (2,465) | (2,765) |
| Net change in other sales financing debts | 917 | 652 |
| Net change in other securities and loans of the Sales Financing segment | (365) | (69) |
| Net change in financial assets and debts of the Sales Financing segment | 1,045 | 1,327 |
| Change in capitalized leased assets | (333) | (210) |
| Decrease (increase) in working capital (note 26-B) | 528 | 997 |
| CASH FLOWS FROM OPERATING ACTIVITIES | 3,572 | 3,876 |
| Capital expenditure (note 26-C) | (2,749) | (2,847) |
| Disposals of property, plant and equipment and intangibles | 198 | 162 |
| Acquisitions of investments involving gain of control, net of cash acquired | (5) | (5) |
| Acquisitions of other investments, net of cash acquired | (273) | (112) |
| Disposals of investments involving loss of control, net of cash transferred | 26 | - |
| Disposals of other investments, net of cash transferred and other ⁽⁴⁾ | 91 | 1,473 |
| Net decrease (increase) in other securities and loans of the Automotive segment | (12) | (240) |
| CASH FLOWS FROM INVESTING ACTIVITIES | (2,724) | (1,569) |
| Transactions with non-controlling interests ⁽⁵⁾ | (2) | (91) |
| Dividends paid to parent-company shareholders (note 19-D) | (502) | (338) |
| Dividends paid to non-controlling interests | (48) | (73) |
| (Acquisitions) sales of treasury shares | - | - |
| Cash flows with shareholders | (552) | (502) |
| Bond issuance by the Automotive segment (note 23-A) | 1,716 | 1,952 |
| Bond redemption by the Automotive segment (note 23-A) | (1,152) | (1,073) |
| Net increase (decrease) in other financial liabilities of the Automotive segment | (24) | 132 |
| Net change in financial liabilities of the Automotive segment | 540 | 1,011 |
| CASH FLOWS FROM FINANCING ACTIVITIES | (12) | 509 |
| INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS | 836 | 2,816 |

(1) Dividends received from Daimler.

(2) Cash flow does not include dividends received from listed companies.

(3) Dividends from Daimler (€27million) and Nissan (€406 million) in 2013.

Dividends from Daimler (€34 million), AB Volvo (€47 million) and Nissan (€426 million) in 2012.

(4) AB Volvo shares were sold for €1,476 million in 2012.

(5) Acquisitions of additional investments in controlled companies (note 2-J).

| (€ million) | 2013 | 2012 |
|--|---------------|---------------|
| Cash and cash equivalents: opening balance | 11,180 | 8,672 |
| Increase (decrease) in cash and cash equivalents | 836 | 2,816 |
| Effect of changes in exchange rate and other changes | (355) | (308) |
| Cash and cash equivalents: closing balance | 11,661 | 11,180 |

Details of interest received and paid by the Automotive segment are given in note 26-D.

Current taxes paid by the Group are reported in note 8-A.

2.2.6. INFORMATION BY OPERATING SEGMENT

A. CONSOLIDATED INCOME STATEMENT BY OPERATING SEGMENT

| (€ million) | Automotive | Sales Financing | Intersegment transactions | Consolidated total |
|--|---------------|-----------------|---------------------------|--------------------|
| 2013 | | | | |
| Sales of goods | 36,964 | 33 | - | 36,997 |
| Sales of services | 1,811 | 2,124 | - | 3,935 |
| External revenues | 38,775 | 2,157 | - | 40,932 |
| Intersegment sales | (361) | 400 | (39) | - |
| Sales by segment | 38,414 | 2,557 | (39) | 40,932 |
| Operating profit ⁽¹⁾ | 521 | 747 | (26) | 1,242 |
| Operating income (loss) | (744) | 736 | (26) | (34) |
| Financial income (expenses) ⁽²⁾ | (107) | - | (175) | (282) |
| Share in net income (loss) of associates and joint ventures | 1,430 | 14 | - | 1,444 |
| Pre-tax income | 579 | 750 | (201) | 1,128 |
| Current and deferred taxes | (203) | (238) | 8 | (433) |
| Net income | 376 | 512 | (193) | 695 |
| 2012 | | | | |
| Sales of goods | 37,227 | - | - | 37,227 |
| Sales of services | 1,929 | 2,114 | - | 4,043 |
| External revenues | 39,156 | 2,114 | - | 41,270 |
| Intersegment sales | (297) | 452 | (155) | - |
| Sales by segment | 38,859 | 2,566 | (155) | 41,270 |
| Operating profit ⁽¹⁾ | (15) | 754 | (10) | 729 |
| Operating income (loss) | (615) | 749 | (12) | 122 |
| Financial income (expenses) ⁽²⁾ | 85 | - | (351) | (266) |
| Gain on sale of AB Volvo shares | 924 | - | - | 924 |
| Share in net income (loss) of associates and joint ventures | 1,495 | 9 | - | 1,504 |
| Pre-tax income | 1,889 | 758 | (363) | 2,284 |
| Current and deferred taxes | (313) | (239) | 3 | (549) |
| Net income | 1,576 | 519 | (360) | 1,735 |

(1) Details of amortization, depreciation and impairment are provided in the consolidated cash flow statements by operating segment.

(2) Sales financing dividends are included in the Automotive segment's financial income and eliminated as an intersegment transaction.

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FINANCIAL RESULTS

2.2. CONSOLIDATED FINANCIAL STATEMENTS

B. CONSOLIDATED FINANCIAL POSITION BY OPERATING SEGMENT

| DECEMBER 31, 2013 (€ million) | Automotive | Sales Financing | Intersegment transactions | Consolidated total |
|--|---------------|-----------------|---------------------------|--------------------|
| NON-CURRENT ASSETS | | | | |
| Property, plant and equipment and intangible assets | 14,146 | 119 | (10) | 14,255 |
| Investments in associates and joint ventures | 14,859 | 15 | - | 14,874 |
| Non-current financial assets – investments in non-controlled entities | 4,036 | 55 | (2,895) | 1,196 |
| Non-current financial assets – other securities, loans and derivatives on financing operations of the Automotive segment | 368 | - | (34) | 334 |
| Deferred tax assets and other non-current assets | 1,301 | 206 | (35) | 1,472 |
| Total non-current assets | 34,710 | 395 | (2,974) | 32,131 |
| CURRENT ASSETS | | | | |
| Inventories | 3,121 | 48 | (7) | 3,162 |
| Customer receivables | 1,031 | 23,997 | (408) | 24,620 |
| Current financial assets | 975 | 925 | (802) | 1,098 |
| Current tax assets and other current assets | 1,604 | 2,900 | (2,184) | 2,320 |
| Cash and cash equivalents | 10,704 | 1,201 | (244) | 11,661 |
| Total current assets | 17,435 | 29,071 | (3,645) | 42,861 |
| TOTAL ASSETS | 52,145 | 29,466 | (6,619) | 74,992 |
| SHAREHOLDERS' EQUITY | | | | |
| | 23,127 | 2,899 | (2,812) | 23,214 |
| NON-CURRENT LIABILITIES | | | | |
| Long-term provisions | 2,277 | 267 | - | 2,544 |
| Non-current financial liabilities | 6,837 | 263 | - | 7,100 |
| Deferred tax liabilities and other non-current liabilities | 691 | 549 | - | 1,240 |
| Total non-current liabilities | 9,805 | 1,079 | - | 10,884 |
| CURRENT LIABILITIES | | | | |
| Short-term provisions | 1,067 | 28 | - | 1,095 |
| Current financial liabilities | 3,449 | - | (528) | 2,921 |
| Trade payables and sales financing debts | 6,349 | 24,657 | (1,078) | 29,928 |
| Current tax liabilities and other current liabilities | 8,348 | 803 | (2,201) | 6,950 |
| Total current liabilities | 19,213 | 25,488 | (3,807) | 40,894 |
| TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES | 52,145 | 29,466 | (6,619) | 74,992 |

FINANCIAL RESULTS

2.2. CONSOLIDATED FINANCIAL STATEMENTS

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| DECEMBER 31, 2012 (€ million) | Automotive | Sales Financing | Intersegment transactions | Consolidated total |
|--|---------------|--------------------|------------------------------|-----------------------|
| NON-CURRENT ASSETS | | | | |
| Property, plant and equipment and intangible assets | 14,910 | 116 | (10) | 15,016 |
| Investments in associates and joint ventures | 15,514 | 48 | - | 15,562 |
| Non-current financial assets – investments in non-controlled entities | 3,433 | - | (2,645) | 788 |
| Non-current financial assets – other securities, loans and derivatives on financing operations of the Automotive segment | 348 | - | (104) | 244 |
| Deferred tax assets and other non-current assets | 1,047 | 238 | (48) | 1,237 |
| Total non-current assets | 35,252 | 402 | (2,807) | 32,847 |
| CURRENT ASSETS | | | | |
| Inventories | 3,825 | 42 | (3) | 3,864 |
| Customer receivables | 1,195 | 23,649 | (470) | 24,374 |
| Current financial assets | 1,150 | 514 | (675) | 989 |
| Current tax assets and other current assets | 1,583 | 2,774 | (2,197) | 2,160 |
| Cash and cash equivalents | 10,072 | 1,338 | (230) | 11,180 |
| Total current assets | 17,825 | 28,317 | (3,575) | 42,567 |
| TOTAL ASSETS | 53,077 | 28,719 | (6,382) | 75,414 |
| SHAREHOLDERS' EQUITY | | | | |
| | 24,437 | 2,650 | (2,540) | 24,547 |
| NON-CURRENT LIABILITIES | | | | |
| Long-term provisions | 2,262 | 234 | - | 2,496 |
| Non-current financial liabilities | 6,362 | 260 | - | 6,622 |
| Deferred tax liabilities and other non-current liabilities | 424 | 543 | - | 967 |
| Total non-current liabilities | 9,048 | 1,037 | - | 10,085 |
| CURRENT LIABILITIES | | | | |
| Short-term provisions | 857 | 32 | - | 889 |
| Current financial liabilities | 3,716 | - | (622) | 3,094 |
| Trade payables and sales financing debts | 6,663 | 24,199 | (999) | 29,863 |
| Current tax liabilities and other current liabilities | 8,356 | 801 | (2,221) | 6,936 |
| Total current liabilities | 19,592 | 25,032 | (3,842) | 40,782 |
| TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES | 53,077 | 28,719 | (6,382) | 75,414 |

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FINANCIAL RESULTS

2.2. CONSOLIDATED FINANCIAL STATEMENTS

C. CONSOLIDATED CASH FLOWS BY OPERATING SEGMENT

| (€ million) | Automotive | Sales Financing | Intersegment transactions | Consolidated total |
|---|----------------|-----------------|---------------------------|--------------------|
| 2013 | | | | |
| Net income | 376 | 512 | (193) | 695 |
| Cancellation of dividends received from unconsolidated listed investments ⁽¹⁾ | (27) | - | - | (27) |
| Cancellation of income and expenses with no impact on cash | | | | |
| Depreciation, amortization and impairment | 3,164 | 5 | - | 3,169 |
| Share in net (income) loss of associates and joint ventures | (1,430) | (14) | - | (1,444) |
| Other income and expenses with no impact on cash | 825 | (2) | (8) | 815 |
| Dividends received from unlisted associates and joint ventures | 6 | - | - | 6 |
| Cash flow ⁽²⁾ | 2,914 | 501 | (201) | 3,214 |
| Dividends received from listed companies ⁽³⁾ | 433 | - | - | 433 |
| Decrease (increase) in Sales financing receivables | - | (1,240) | (75) | (1,315) |
| Net change in financial assets and Sales financing debts | - | 1,063 | (18) | 1,045 |
| Change in capitalized leased assets | (334) | 1 | - | (333) |
| Decrease (increase) in working capital | 790 | (198) | (64) | 528 |
| CASH FLOWS FROM OPERATING ACTIVITIES | 3,803 | 127 | (358) | 3,572 |
| Purchases of intangible assets | (827) | (4) | - | (831) |
| Purchases of property, plant and equipment | (1,914) | (4) | - | (1,918) |
| Disposals of property, plant and equipment and intangibles | 198 | - | - | 198 |
| Acquisitions and disposals of investments involving gain or loss of control, net of cash acquired/transferred | 24 | (3) | - | 21 |
| Acquisitions and disposals of other investments and other assets | (183) | 1 | - | (182) |
| Net decrease (increase) in other securities and loans of the Automotive segment | (20) | - | 8 | (12) |
| CASH FLOWS FROM INVESTING ACTIVITIES | (2,722) | (10) | 8 | (2,724) |
| Cash flows with shareholders | (539) | (188) | 175 | (552) |
| Net change in financial liabilities of the Automotive segment | 461 | - | 79 | 540 |
| CASH FLOWS FROM FINANCING ACTIVITIES | (78) | (188) | 254 | (12) |
| INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS ⁽⁴⁾ | 1,003 | (71) | (96) | 836 |

(1) Dividends received from Daimler.

(2) Cash flow does not include dividends received from listed companies.

(3) Dividends received from Daimler (€27 million) and Nissan (€406 million).

(4) Excluding the impact on cash of changes in exchange rate and other changes.

| (€ million) | Automotive | Sales Financing | Intersegment transactions | Consolidated total |
|--|---------------|-----------------|---------------------------|--------------------|
| 2013 | | | | |
| Cash and cash equivalents: opening balance | 10,072 | 1,338 | (230) | 11,180 |
| Increase (decrease) in cash and cash equivalents | 1,003 | (71) | (96) | 836 |
| Effect of changes in exchange rate and other changes | (371) | (66) | 82 | (355) |
| Cash and cash equivalents: closing balance | 10,704 | 1,201 | (244) | 11,661 |

FINANCIAL RESULTS

2.2. CONSOLIDATED FINANCIAL STATEMENTS

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| (€ million) | Automotive | Sales Financing | Intersegment transactions | Consolidated total |
|---|----------------|-----------------|---------------------------|--------------------|
| 2012 | | | | |
| Net income | 1,576 | 519 | (360) | 1,735 |
| Cancellation of dividends received from unconsolidated listed investments ⁽¹⁾ | (34) | - | - | (34) |
| Cancellation of income and expenses with no impact on cash | | | | |
| Depreciation, amortization and impairment | 3,299 | 8 | - | 3,307 |
| Share in net (income) loss of associates and joint ventures | (1,495) | (9) | - | (1,504) |
| Other income and expenses with no impact on cash | (772) | (15) | (1) | (788) |
| Dividends received from unlisted associates and joint ventures | 3 | - | - | 3 |
| Cash flow ⁽²⁾ | 2,577 | 503 | (361) | 2,719 |
| Dividends received from listed companies ⁽³⁾ | 507 | - | - | 507 |
| Decrease (increase) in Sales financing receivables | - | (1,562) | 98 | (1,464) |
| Net change in financial assets and Sales financing debts | - | 1,483 | (156) | 1,327 |
| Change in capitalized leased assets | (228) | 18 | - | (210) |
| Decrease (increase) in working capital | 922 | 95 | (20) | 997 |
| CASH FLOWS FROM OPERATING ACTIVITIES | 3,778 | 537 | (439) | 3,876 |
| Purchases of intangible assets | (900) | (2) | - | (902) |
| Purchases of property, plant and equipment | (1,936) | (9) | - | (1,945) |
| Disposals of property, plant and equipment and intangibles | 162 | - | - | 162 |
| Acquisitions and disposals of investments involving gain or loss of control, net of cash acquired/transferred | (5) | - | - | (5) |
| Acquisitions and disposals of other investments and other assets ⁽⁴⁾ | 1,363 | (2) | - | 1,361 |
| Net decrease (increase) in other securities and loans of the Automotive segment | (252) | - | 12 | (240) |
| CASH FLOWS FROM INVESTING ACTIVITIES | (1,568) | (13) | 12 | (1,569) |
| Cash flows with shareholders | (493) | (360) | 351 | (502) |
| Net change in financial liabilities of the Automotive segment | 1,071 | - | (60) | 1,011 |
| CASH FLOWS FROM FINANCING ACTIVITIES | 578 | (360) | 291 | 509 |
| INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS ⁽⁵⁾ | 2,788 | 164 | (136) | 2,816 |

(1) Dividends received from Daimler.

(2) Cash flow does not include dividends received from listed companies.

(3) Dividends from Daimler (€34 million), AB Volvo (€47 million) and Nissan (€426 million).

(4) AB Volvo shares were sold for €1,476 million in 2012.

(5) Excluding the effects on cash of changes in exchange rate and other changes.

| (€ million) | Automotive | Sales Financing | Intersegment transactions | Consolidated total |
|--|---------------|-----------------|---------------------------|--------------------|
| 2012 | | | | |
| Cash and cash equivalents: opening balance | 7,618 | 1,171 | (117) | 8,672 |
| Increase (decrease) in cash and cash equivalents | 2,787 | 165 | (136) | 2,816 |
| Effect of changes in exchange rate and other changes | (333) | 2 | 23 | (308) |
| Cash and cash equivalents: closing balance | 10,072 | 1,338 | (230) | 11,180 |

2

FINANCIAL RESULTS

2.2. CONSOLIDATED FINANCIAL STATEMENTS

B. INFORMATION BY REGION

The Regions presented correspond to the geographic divisions used for Group management.

Consolidated revenues are presented by location of customers.

Property, plant and equipment and intangibles are presented by location of subsidiaries and joint operations.

| <i>(€ million)</i> | Europe ⁽¹⁾ | Americas | Asia-Pacific | Euromed-Africa | Eurasia | Consolidated total |
|---|-----------------------|----------|--------------|----------------|---------|--------------------|
| 2013 | | | | | | |
| Revenues | 23,803 | 5,933 | 3,753 | 4,446 | 2,997 | 40,932 |
| Property, plant and equipment and intangibles | 10,285 | 639 | 475 | 2,214 | 642 | 14,255 |
| 2012 | | | | | | |
| Revenues | 24,661 | 6,141 | 4,010 | 3,992 | 2,466 | 41,270 |
| Property, plant and equipment and intangibles | 10,777 | 686 | 616 | 2,321 | 616 | 15,016 |

(1) Including France:

| <i>(€ million)</i> | 2013 | 2012 |
|---|--------|--------|
| Revenues | 10,004 | 10,894 |
| Property, plant and equipment and intangibles | 8,613 | 9,180 |

Financial information on the Alliance

3

FINANCIAL INFORMATION ON THE ALLIANCE

The purpose of the financial data in this section is twofold: to broadly quantify the economic significance of the Renault-Nissan Alliance through key performance indicators, and to make it easier to compare the assets and liabilities of the two Groups. The data of both Groups comply with the accounting standards applied by Renault in 2013.

The characteristics of the Alliance mean, among other things, that Renault and Nissan's assets and liabilities cannot be combined. Consequently, these data do not correspond to a consolidation as defined by generally accepted accounting principles and are not certified by the statutory auditors.

Information concerning Renault is based on the consolidated figures released at December 31, 2013, while the information concerning Nissan is based on the restated consolidated figures prepared for the purposes of the Renault consolidation, covering the period from January 1 to December 31, 2013 whereas Nissan's financial year-end is March 31.

KEY PERFORMANCE INDICATORS

The preparation of the key performance indicators under Renault accounting policies takes into account restatement of figures published by Nissan under Japanese Accounting Standards into IFRS. Additionally, the following treatments have been performed:

- reclassifications have been made when necessary to harmonize the presentation of the main income statement items;
- restatements for harmonization of accounting standards and adjustments to fair value applied by Renault for acquisitions of 1999 and 2002 are included.

REVENUES 2013

| (€ million) | Renault | Nissan ⁽¹⁾ | Intercompany eliminations | Alliance |
|---|---------------|-----------------------|---------------------------|----------------|
| Sales of goods and services of the Automotive segment | 38,775 | 70,912 | (3,246) | 106,441 |
| Sales Financing revenues | 2,157 | 4,987 | (149) | 6,995 |
| Revenues | 40,932 | 75,899 | (3,395) | 113,436 |

(1) Converted at the average exchange rate: EUR 1 = JPY 129.7.

The Alliance's intercompany business mainly consists of commercial transactions between Renault and Nissan. Those items have been eliminated to produce the revenue indicator. Their value is estimated on the basis of Renault's 2013 results.

The **operating profit**, the **operating income** and the **net income** of the Alliance in 2013 are as follows:

| (€ million) | Operating profit | Operating income | Net income ⁽²⁾ |
|-----------------------|------------------|------------------|---------------------------|
| Renault | 1,242 | (34) | (803) |
| Nissan ⁽¹⁾ | 3,748 | 3,794 | 3,623 |
| Alliance | 4,990 | 3,760 | 2,820 |

(1) Converted at the average exchange rate for 2013: EUR 1 = JPY 129.7.

(2) Renault's net income is adjusted to exclude Nissan's contribution and Nissan's net income is similarly adjusted to exclude Renault's contribution.

Intercompany transactions impacting the indicators are minor and have therefore not been eliminated.

For the Alliance, the operating profit is equivalent to 4.4% of revenues.

In 2013, the Alliance's **research and development expenses**, after capitalization and amortization, are as follows:

| (€ million) | |
|-----------------------|--------------|
| Renault | 1,812 |
| Nissan ⁽¹⁾ | 3,042 |
| Alliance | 4,854 |

(1) Converted at the average exchange rate for 2013: EUR 1 = JPY 129.7.

BALANCE SHEET INDICATORS

CONDENSED RENAULT AND NISSAN BALANCE SHEETS (€ millions)

RENAULT AT DECEMBER 31, 2013

| ASSETS | | SHAREHOLDERS' EQUITY AND LIABILITIES | |
|--|---------------|--|---------------|
| Intangible assets | 3,282 | Shareholders' equity | 23,214 |
| Property, plant and equipment | 10,973 | Deferred tax liabilities | 121 |
| Investments in associates (excluding Alliance) | 806 | Provisions for pension and other long-term employee benefit obligations | 1,558 |
| Deferred tax assets | 396 | Financial liabilities of the Automotive segment | 9,761 |
| Inventories | 3,162 | Financial liabilities of the Sales Financing segment and sales financing debts | 24,017 |
| Sales financing receivables | 23,650 | Other liabilities | 16,321 |
| Automotive receivables | 970 | | |
| Other assets | 6,024 | | |
| Cash and cash equivalents | 11,661 | | |
| Total assets excluding investment in Nissan | 60,924 | | |
| Investment in Nissan | 14,068 | | |
| TOTAL ASSETS | 74,992 | TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES | 74,992 |

NISSAN AT DECEMBER 31, 2013

| ASSETS | | SHAREHOLDERS' EQUITY AND LIABILITIES | |
|---|----------------|--|----------------|
| Intangible assets | 4,636 | Shareholders' equity | 35,153 |
| Property, plant and equipment | 34,803 | Deferred tax liabilities | 4,694 |
| Investments in associates (excluding Alliance) | 2,918 | Provisions for pension and other long-term employee benefit obligations | 1,775 |
| Deferred tax assets | 810 | Financial liabilities of the Automotive segment | 402 |
| Inventories | 9,657 | Financial liabilities of the Sales Financing segment and sales financing debts | 41,851 |
| Sales financing receivables | 35,219 | Other liabilities | 21,834 |
| Automotive receivables | 3,532 | | |
| Other assets | 7,458 | | |
| Cash and cash equivalents | 5,059 | | |
| Total assets excluding investment in Renault | 104,092 | | |
| Investment in Renault | 1,617 | | |
| TOTAL ASSETS | 105,709 | TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES | 105,709 |

(1) Converted at the closing rate at December 31, 2013: EUR 1 = JPY 144.7.

The values shown for Nissan assets and liabilities reflect restatements for harmonization of accounting standards and adjustments to fair value applied by Renault for acquisitions made in 1999 and 2002, mainly concerning revaluation of land, capitalization of development expenses, and pension-related provisions.

Balance sheet items have been reclassified where necessary to make the data consistent across both Groups.

Nissan's restated balance sheet includes the securitized items presented off-balance sheet in Nissan's financial statements under Japanese GAAP.

Purchases of property, plant and equipment by both Alliance groups for 2013, excluding leased vehicles and batteries, amount to:

| € million | |
|-----------------------|--------------|
| Renault | 1,918 |
| Nissan ⁽¹⁾ | 4,076 |
| Alliance | 5,994 |

(1) Converted at the average exchange rate for 2013: EUR 1 = JPY 129.7.

Based on the best available information, Renault estimates that the impact of full consolidation of Nissan on its shareholders' equity calculated under current accounting policies would result in :

- a maximum 5-10% decrease in shareholders' equity – Group share;
- a €21 billion increase in shareholders' equity – minority interests' share.



(www.renault.com)
(email: investor.relations@renault.com)