Renault Group

CONSOLIDATED FINANCIAL STATEMENTS 2023

CONSOLIDATED FINANCIAL STATEMENTS

1. Consolidated income statement

(€ million)	*Notes*	2023	2022 [1]
Revenues	*4*	**52,376**	**46,328**
Cost of goods and services sold		(41,414)	(37,111)
Research and development expenses	*10-A*	(2,144)	(2,125)
Selling, general and administrative expenses		(4,701)	(4,522)
Other operating income and expenses	*6*	(1,632)	(379)
Other operating income		*430*	*425*
Other operating expenses		*(2,062)*	*(804)*
Operating income (loss)		**2,485**	**2,191**
Cost of net financial indebtedness		88	(181)
Cost of gross financial indebtedness		*(326)*	*(349)*
Income on cash and financial assets		*414*	*168*
Other financial income and expenses		(615)	(305)
Financial income (expenses)	*7*	**(527)**	**(486)**
Share in net income (loss) of associates and joint ventures		**880**	**423**
Nissan	*12*	*797*	*526*
Other associates and joint ventures	*13*	*83*	*(103)*
Pre-tax income		**2,838**	**2,128**
Current and deferred taxes	*8*	(523)	(524)
Net income from continuing operations		**2,315**	**1,604**
Net income from continuing operations - parent-company shareholders' share		2,198	1,634
Net income from continuing operations - non-controlling interests' share		117	(30)
Net income from discontinued operations	*3*	**-**	**(2,320)**
Net income from discontinued operations - parent-company shareholders' share		-	(1,988)
Net income from discontinued operations - non-controlling interests' share		-	(332)
NET INCOME		**2,315**	**(716)**
Net income – parent company shareholders' share		2,198	(354)
Net income - non-controlling interests' share		117	(362)
Basic earnings per share (€)		8.11	(1.30)
Basic earnings per share of continuing operations - parent-company shareholders' share (€)		*8.11*	*6.01*
Basic earnings per share of discontinued operations - parent-company shareholders' share (€)		-	*(7.31)*
Diluted earnings per share (€)		7.99	(1.30)
Diluted earnings per share of continuing operations - parent-company shareholders' share (€)		*7.99*	*6.01*
Diluted earnings per share of discontinued operations - parent-company shareholders' share (€)		-	*(7.31)*
Number of shares outstanding (thousands)			
for basic earnings per share	*9*	*271,009*	*272,097*
for diluted earnings per share	*9*	*275,141*	*274,251*

(1) The 2022 figures include restatements following the first application of IFRS 17 "Insurance contracts" in 2023 (Note 2-A).

2. Consolidated comprehensive income

(€ million)	2023 Gross	2023 Tax effect	2023 Net	2022 [1] Gross	2022 [1] Tax effect	2022 [1] Net
Net income	**2,838**	**(523)**	**2,315**	**(192)**	**(524)**	**(716)**
Other components of comprehensive income from parent company and subsidiaries						
Items that will not be reclassified subsequently to profit or loss	**(141)**	**(93)**	**(234)**	**320**	**31**	**351**
Actuarial gains and losses on defined-benefit pension plans	*(138)*	*(93)*	*(231)*	*320*	*31*	*351*
Equity instruments at fair value through equity and other	*(3)*	*-*	*(3)*	*-*	*-*	*-*
Items that have been or will be reclassified to profit or loss in subsequent periods	**(388)**	**124**	**(264)**	**878**	**(73)**	**805**
Translation adjustments on foreign activities [3]	*57*	*-*	*57*	*(10)*	*-*	*(10)*
Translation adjustments on foreign activities in hyperinflationary economies	*(226)*	*-*	*(226)*	*71*	*-*	*71*
Partial hedge of the investment in Nissan [3]	*247*	*-*	*247*	*(25)*	*-*	*(25)*
Fair value adjustments on cash flow hedging instruments [2]	*(472)*	*126*	*(346)*	*327*	*(77)*	*250*
Debt instruments at fair value through equity [2]	*6*	*(2)*	*4*	*(13)*	*4*	*(9)*
Items that have been reclassified to profit or loss from discontinued operations				*528*	*-*	*528*
TOTAL OTHER COMPONENTS OF COMPREHENSIVE INCOME FROM PARENT COMPANY AND SUBSIDIARIES (A)	**(529)**	**31**	**(498)**	**1,198**	**(42)**	**1,156**
Share of associates and joint ventures in other components of comprehensive income						
Items that will not be reclassified to profit or loss in subsequent periods	**94**	**-**	**94**	**196**	**-**	**196**
Actuarial gains and losses on defined-benefit pension plans	*98*	*-*	*98*	*193*	*-*	*193*
Other	*(4)*	*-*	*(4)*	*3*	*-*	*3*
Items that have been or will be reclassified to profit or loss in subsequent periods	**(1,074)**	**-**	**(1,074)**	**710**	**-**	**710**
Translation adjustments on foreign activities	*(1,096)*	*-*	*(1,096)*	*755*	*-*	*755*
Other	*22*	*-*	*22*	*(45)*	*-*	*(45)*
TOTAL SHARE OF ASSOCIATES AND JOINT VENTURES IN OTHER COMPONENTS OF COMPREHENSIVE INCOME (B)	**(980)**	**-**	**(980)**	**906**	**-**	**906**
OTHER COMPONENTS OF COMPREHENSIVE INCOME (A) + (B)	**(1,509)**	**31**	**(1,478)**	**2,104**	**(42)**	**2,062**
COMPREHENSIVE INCOME	**1,329**	**(492)**	**837**	**1,912**	**(566)**	**1,346**
Parent company shareholders' share			*746*			*1,654*
Non-controlling interests' share			*91*			*(308)*

(1) The 2022 figures include restatements following the first application of IFRS 17 "Insurance contracts" in 2023 (Note 2-A).
(2) The figures reclassified to profit and loss in 2023 are presented in Note 18-F.
(3) Items that have been reclassified to translation adjustments on foreign activities and to partial hedge of the investment in Nissan include the reclassification to profit and loss of translation adjustments of Nissan following the sale of shares held by Renault (see Note 12-A).

3. Consolidated financial position

ASSETS (€ million)	Notes	December 31, 2023	December 31, 2022 [1]
Non-current assets			
Intangible assets and goodwill	*10-A*	4,626	4,700
Property, plant and equipment	*10-B*	12,251	11,705
Investments in associates and joint ventures		16,554	18,210
Nissan	*12*	*15,667*	*17,487*
Other associates and joint ventures	*13*	*887*	*723*
Non-current financial assets	*22*	695	413
Deferred tax assets	*8*	670	593
Other non-current assets	*17*	784	911
TOTAL NON-CURRENT ASSETS		**35,580**	**36,532**
Current assets			
Inventories	*14*	4,924	5,213
Sales Financing receivables	*15*	49,615	44,247
Automotive receivables	*16*	825	998
Current financial assets	*22*	1,224	1,416
Current tax assets	*17*	224	154
Other current assets	*17*	4,822	4,097
Cash and cash equivalents	*22*	20,677	21,774
Assets held for sale	*3*	4,022	3,861
TOTAL CURRENT ASSETS		**86,333**	**81,760**
TOTAL ASSETS		**121,913**	**118,292**

SHAREHOLDERS' EQUITY AND LIABILITIES (€ million)	Notes	December 31, 2023	December 31, 2022 [1]
Shareholders' equity			
Share capital		1,127	1,127
Share premium		3,785	3,785
Treasury shares		(212)	(208)
Revaluation of financial instruments		(111)	208
Translation adjustment		(3,140)	(2,146)
Reserves		26,105	26,537
Net income – parent company shareholders' share		2,198	(354)
Shareholders' equity – parent company shareholders' share		**29,752**	**28,949**
Shareholders' equity – non-controlling interests' share		882	741
TOTAL SHAREHOLDERS' EQUITY	***18***	**30,634**	**29,690**
Non-current liabilities			
Deferred tax liabilities	*8*	917	1,102
Provisions for pension and other long-term employee benefit obligations – long-term	*19*	1,071	1,029
Other provisions – long-term	*20*	1,224	1,082
Non-current financial liabilities	*23*	8,956	10,738
Provisions for uncertain tax liabilities – long-term	*21*	236	234
Other non-current liabilities	*21*	942	1,372
TOTAL NON-CURRENT LIABILITIES		**13,346**	**15,557**
Current liabilities			
Provisions for pension and other long-term employee benefit obligations – short-term	*19*	137	45
Other provisions – short-term	*20*	1,130	1,087
Current financial liabilities	*23*	3,448	4,605
Sales Financing debts	*23*	54,095	48,999
Trade payables		7,965	8,405
Current tax liabilities	*21*	359	312
Provisions for uncertain tax liabilities – short-term	*21*	20	21
Other current liabilities	*21*	9,704	8,698
Liabilities related to assets held for sale	*3*	1,075	873
TOTAL CURRENT LIABILITIES		**77,933**	**73,045**
TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES		**121,913**	**118,292**

(1) The 2022 figures include restatements following the first application of IFRS 17 "Insurance contracts" in 2023 (Note 2-A).

4. Changes in consolidated shareholders' equity

(€ million)	Number of shares (thousands)	Share capital	Share premium	Treasury shares	Revaluation of financial instruments	Translation adjustment (3)	Reserves (2)	Net income (parent – company shareholders' share)	Shareholders' equity (parent – company shareholders' share)	Shareholders' equity (non-controlling interests' share)	Total shareholders' equity
BALANCE AT DECEMBER 31, 2021	**295,722**	**1,127**	**3,785**	**(237)**	**5**	**(3,407)**	**25,159**	**888**	**27,320**	**574**	**27,894**
Transition to IFRS 17 – Opening adjustments (1)							**167**		**167**		**167**
ADJUSTED BALANCE AT DECEMBER 31, 2021	**295,722**	**1,127**	**3,785**	**(237)**	**5**	**(3,407)**	**25,326**	**888**	**27,487**	**574**	**28,061**
2022 net income								(354)	(354)	(362)	(716)
Other components of comprehensive income					203	1,248	557		2,008	54	2,062
2022 COMPREHENSIVE INCOME		**-**	**-**	**-**	**203**	**1,248**	**557**	**(354)**	**1,654**	**(308)**	**1,346**
Allocation of 2021 net income							888	(888)	-		-
Dividends									-	(41)	(41)
(Acquisitions) / disposals of treasury shares and impact of capital increases				29					29		29
Changes in ownership interests						13	(178)		(165)	516	351
Cost of share-based payments and other					-		(56)		(56)	-	(56)
BALANCE AT DECEMBER 31, 2022	**295,722**	**1,127**	**3,785**	**(208)**	**208**	**(2,146)**	**26,537**	**(354)**	**28,949**	**741**	**29,690**
2023 net income								2,198	2,198	117	2,315
Other components of comprehensive income					(319)	(994)	(139)		(1,452)	(26)	(1,478)
2023 COMPREHENSIVE INCOME		**-**	**-**	**-**	**(319)**	**(994)**	**(139)**	**2,198**	**746**	**91**	**837**
Allocation of 2022 net income							(354)	354	-		-
Dividends							(68)		(68)	(93)	(161)
(Acquisitions) / disposals of treasury shares and impact of capital increases				(4)					(4)		(4)
Changes in ownership interests					-	-	179		179	143	322
Cost of share-based payments and other					-		(50)		(50)	-	(50)
BALANCE AT DECEMBER 31, 2023	**295,722**	**1,127**	**3,785**	**(212)**	**(111)**	**(3,140)**	**26,105**	**2,198**	**29,752**	**882**	**30,634**

(1) The 2022 figures include restatements following the first application of IFRS 17 "Insurance contracts" in 2023 (Note 2-A).
(2) Principally actuarial gains and losses on defined-benefit pension plans recognized during the period.
(3) Items that have been reclassified to translation adjustments on foreign activities and to partial hedge of the investment in Nissan include the reclassification to profit and loss of translation adjustments of Nissan following the sale of shares held by Renault (see Note 12-A).

Details of changes in consolidated shareholders' equity in 2023 are given in Note 18.

5. Consolidated cash flows

(€ million)	Notes	2023	2022 [1]
Net income from continuing operations		**2,315**	**1,604**
Cancellation of income and expenses with no impact on cash :			
Depreciation, amortization and impairment		3,188	3,532
Share in net (income) loss of associates and joint ventures		(880)	(423)
Other income and expenses with no impact on cash before interest and tax	26-A	1,657	304
Dividends received from unlisted associates and joint ventures		47	23
Cash flows before interest and tax [2]		**6,327**	**5,040**
Dividends received from listed companies [3]		**172**	**64**
Net change in financing for final customers		(3,759)	(1,383)
Net change in renewable dealer financing		(1,411)	(3,677)
Decrease (increase) in Sales Financing receivables		**(5,170)**	**(5,060)**
Bond issuance by the Sales Financing segment	23-C	4,470	3,614
Bond redemption by the Sales Financing segment	23-C	(4,225)	(3,588)
Net change in other debts of the Sales Financing segment		4,347	4,185
Net change in other securities and loans of the Sales Financing segment		(33)	137
Net change in financial assets and debts of the Sales Financing segment		**4,559**	**4,348**
Change in capitalized leased assets		**(504)**	**(217)**
Change in working capital before tax	26-B	**(71)**	**404**
Cash flows from operating activities before interest and tax		**5,313**	**4,579**
Interest received		332	172
Interest paid		(314)	(345)
Current taxes (paid) / received		(869)	(479)
CASH FLOWS FROM OPERATING ACTIVITIES OF CONTINUING OPERATIONS		**4,462**	**3,927**
CASH FLOWS FROM OPERATING ACTIVITIES OF DISCONTINUED OPERATIONS	3	**-**	**(314)**
Property, plant and equipment and intangible investments	26-C	(2,950)	(2,640)
Disposals of property, plant and equipment and intangible assets		282	410
Acquisitions of investments involving gain of control, net of cash acquired		-	-
Acquisitions of other investments		(128)	(132)
Disposals of investments involving loss of control, net of cash transferred		22	(38)
Disposals of other investments		815	47
Net decrease (increase) in other securities and loans of the Automotive segment		(276)	(126)
CASH FLOWS FROM INVESTING ACTIVITIES OF CONTINUING OPERATIONS		**(2,235)**	**(2,479)**
CASH FLOWS FROM INVESTING ACTIVITIES OF DISCONTINUED OPERATIONS	3	**-**	**(815)**
Dividends paid to parent company shareholders	18-D	(73)	-
Transactions with non-controlling interests		104	54
Dividends paid to non-controlling interests	18-H	(93)	(41)
(Acquisitions) sales of treasury shares		(175)	(60)
Cash flows with shareholders		**(237)**	**(47)**
Bond issuance by the Automotive segment	23-C	-	2,062
Bond redemption by the Automotive segment	23-C	(1,170)	(240)
Net increase (decrease) in other financial liabilities of the Automotive segment		(1,571)	(2,575)
Net change in financial liabilities of the Automotive segment	23-B	**(2,741)**	**(753)**
CASH FLOWS FROM FINANCING ACTIVITIES OF CONTINUING OPERATIONS		**(2,978)**	**(800)**
CASH FLOWS FROM FINANCING ACTIVITIES OF DISCONTINUED OPERATIONS	3	**-**	**322**
INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS		**(751)**	**(159)**

(1) The figures for 2022 include restatements following the first application of IFRS 17 "Insurance contracts" in 2023 (Note 2-A).
(2) Cash flows before interest and tax do not include dividends received from listed companies.
(3) Dividends received from Nissan (€172 million).

(€ million)	2023	2022
Cash and cash equivalents: opening balance	**21,774**	**21,928**
Increase (decrease) in cash and cash equivalents	(756)	678
Effects of change of scope	5	(837)
Effect of changes in exchange rate and other changes	(255)	28
Cash generated by discontinued operations and assets held for sale	(91)	(23)
Cash and cash equivalents: closing balance [1]	**20,677**	**21,774**

(1) Cash subject to restrictions on use is described in Note 22-C.

6. Notes to the condensed consolidated financial statements

6.1. Information on operating segments and Regions

The operating segments used by Renault Group are as follows:

- The **"Automotive"** segment, which comprises the production, sales, and distribution subsidiaries for passenger cars and light commercial vehicles, and the subsidiaries in charge of the segment's cash management. This segment also includes investments in automotive-sector associates and joint ventures, principally Nissan.
- The **"Sales Financing"** segment, which the Group considers as an operating activity in its own right, carried out for the distribution network and final customers by RCI Banque, its subsidiaries and its associates and joint ventures.
- The **"Mobility Services"** segment consisting of services for new mobilities.

The segment result regularly reviewed by the Leadership Team (Note 27), identified as the "Chief Operating Decision-Maker", is the operating margin. The definition of this indicator is detailed in the Note 2-D Presentation of the consolidated financial statements.

A. Information by operating segment

A1. Consolidated income statement by operating segment

(€ million)	Automotive	Sales Financing	Mobility Services	Intersegment transactions	CONSOLIDATED TOTAL
2023					
External sales	**48,150**	**4,181**	**45**	**-**	**52,376**
Intersegment sales	128	19	2	(149)	-
Sales by segment	**48,278**	**4,200**	**47**	**(149)**	**52,376**
Operating margin [1]	**3,050**	**1,101**	**(35)**	**1**	**4,117**
Operating income	**1,435**	**1,085**	**(36)**	**1**	**2,485**
Financial income (expenses) [2]	**126**	**(53)**	**-**	**(600)**	**(527)**
Share in net income (loss) of associates and joint ventures	**902**	**(12)**	**(10)**	**-**	**880**
Pre-tax income	**2,463**	**1,020**	**(46)**	**(599)**	**2,838**
Current and deferred taxes	(292)	(231)	-	-	(523)
Net income from continuing operations	**2,171**	**789**	**(46)**	**(599)**	**2,315**
Net income from discontinued operations	**-**	**-**	**-**	**-**	**-**
Net income	**2,171**	**789**	**(46)**	**(599)**	**2,315**

(1) Details of amortization, depreciation and impairment are provided in the statement of consolidated cash flows by operating segment.
(2) Dividends paid by the Sales Financing segment to the Automotive segment are included in the Automotive segment's financial income and eliminated in the intersegment transactions. They amounted to €600 million in 2023.

(€ million)	Automotive	Sales Financing	Mobility Services	Intersegment transactions	CONSOLIDATED TOTAL
2022 [1]					
External sales	**43,121**	**3,172**	**35**	**-**	**46,328**
Intersegment sales	96	16	3	(115)	-
Sales by segment	**43,217**	**3,188**	**38**	**(115)**	**46,328**
Operating margin [2]	**1,401**	**1,198**	**(30)**	**1**	**2,570**
Operating income	**1,044**	**1,177**	**(31)**	**1**	**2,191**
Financial income (expenses) [3]	**347**	**(31)**	**(2)**	**(800)**	**(486)**
Share in net income (loss) of associates and joint ventures	**557**	**(127)**	**(7)**	**-**	**423**
Pre-tax income	**1,948**	**1,019**	**(40)**	**(799)**	**2,128**
Current and deferred taxes	(203)	(320)	(1)	-	(524)
Net income from continuing operations	**1,745**	**699**	**(41)**	**(799)**	**1,604**
Net income from discontinued operations	**(2,320)**	**-**	**-**	**-**	**(2,320)**
Net income	**(575)**	**699**	**(41)**	**(799)**	**(716)**

(1) The 2022 figures include restatements following the first application of IFRS 17 "Insurance contracts" in 2023 (Note 2-A).
(2) Details of amortization, depreciation and impairment are provided in the statement of consolidated cash flows by operating segment.
(3) Dividends paid by the Sales Financing segment to the Automotive segment are included in the Automotive segment's financial income and eliminated in the intersegment transactions. A dividend of €800 million was paid in 2022.

A2. Consolidated financial position by operating segment

(€ million)	Automotive	Sales Financing	Mobility Services	Intersegment transactions	CONSOLIDATED TOTAL
December 31, 2023					
ASSETS					
Non-current assets					
Property, plant and equipment, intangible assets and goodwill	15,705	1,120	52	-	16,877
Investments in associates and joint ventures	16,457	97	-	-	16,554
Non-current financial assets – equity investments	6,501	10	-	(6,434)	77
Non-current financial assets – other securities, loans and derivatives on financing operations of the Automotive segment	616	-	2	-	618
Deferred tax assets	442	228	-	-	670
Other non-current assets	747	38	(1)	-	784
TOTAL NON-CURRENT ASSETS	**40,468**	**1,493**	**53**	**(6,434)**	**35,580**
Current assets					
Inventories	4,887	35	2	-	4,924
Customer receivables	834	49,901	8	(303)	50,440
Current financial assets	974	1,071	1	(822)	1,224
Current tax assets and other current assets (1)	6,971	6,299	13	(4,215)	9,068
Cash and cash equivalents	14,465	6,225	14	(27)	20,677
TOTAL CURRENT ASSETS	**28,131**	**63,531**	**38**	**(5,367)**	**86,333**
TOTAL ASSETS	**68,599**	**65,024**	**91**	**(11,801)**	**121,913**
SHAREHOLDERS' EQUITY AND LIABILITIES					
Shareholders' equity	**30,661**	**6,399**	**10**	**(6,436)**	**30,634**
Non-current liabilities					
Long-term provisions	2,238	293	-	-	2,531
Non-current financial liabilities	8,044	893	19	-	8,956
Deferred tax liabilities	210	706	1	-	917
Other non-current liabilities	665	275	2	-	942
TOTAL NON-CURRENT LIABILITIES	**11,157**	**2,167**	**22**	**-**	**13,346**
Current liabilities					
Short-term provisions	1,246	41	-	-	1,287
Current financial liabilities	3,920	1	36	(509)	3,448
Trade payables and Sales Financing debts	8,135	54,722	15	(812)	62,060
Current tax liabilities and other current liabilities (1)	13,480	1,694	8	(4,044)	11,138
TOTAL CURRENT LIABILITIES	**26,781**	**56,458**	**59**	**(5,365)**	**77,933**
TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES	**68,599**	**65,024**	**91**	**(11,801)**	**121,913**

(1) Current tax assets and other current assets, and current tax liabilities and other current liabilities, respectively include assets held for sale and liabilities related to those assets.

(€ million)	Automotive	Sales Financing	Mobility Services	Intersegment transactions	CONSOLIDATED TOTAL
December 31, 2022 (1)					
ASSETS					
Non-current assets					
Property, plant and equipment, intangible assets and goodwill	15,566	796	43	-	16,405
Investments in associates and joint ventures	18,141	66	3	-	18,210
Non-current financial assets – equity investments	6,313	11	-	(6,261)	63
Non-current financial assets – other securities, loans and derivatives on financing operations of the Automotive segment	350	-	1	(1)	350
Deferred tax assets	354	239	-	-	593
Other non-current assets	831	80	-	-	911
TOTAL NON-CURRENT ASSETS	**41,555**	**1,192**	**47**	**(6,262)**	**36,532**
Current assets					
Inventories	5,188	24	1	-	5,213
Customer receivables	1,009	44,732	8	(504)	45,245
Current financial assets	1,294	980	-	(858)	1,416
Current tax assets and other current assets (2)	6,583	5,798	7	(4,276)	8,112
Cash and cash equivalents	14,227	7,549	17	(19)	21,774
TOTAL CURRENT ASSETS	**28,301**	**59,083**	**33**	**(5,657)**	**81,760**
TOTAL ASSETS	**69,856**	**60,275**	**80**	**(11,919)**	**118,292**
SHAREHOLDERS' EQUITY AND LIABILITIES					
Shareholders' equity	**29,571**	**6,368**	**18**	**(6,267)**	**29,690**
Non-current liabilities					
Long-term provisions	2,039	306	-	-	2,345
Non-current financial liabilities	9,845	886	8	(1)	10,738
Deferred tax liabilities	224	876	2	-	1,102
Other non-current liabilities	1,082	288	2	-	1,372
TOTAL NON-CURRENT LIABILITIES	**13,190**	**2,356**	**12**	**(1)**	**15,557**
Current liabilities					
Short-term provisions	1,103	50	-	-	1,153
Current financial liabilities	5,191	-	36	(622)	4,605
Trade payables and Sales Financing debts	8,487	49,739	8	(830)	57,404
Current tax liabilities and other current liabilities (2)	12,314	1,762	6	(4,199)	9,883
TOTAL CURRENT LIABILITIES	**27,095**	**51,551**	**50**	**(5,651)**	**73,045**
TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES	**69,856**	**60,275**	**80**	**(11,919)**	**118,292**

(1) The 2022 figures include restatements following the first application of IFRS 17 "Insurance contracts" in 2023 (Note 2-A).

(2) Current tax assets and other current assets, and current tax liabilities and other current liabilities, respectively include assets held for sale and liabilities related to those assets.

A3. Consolidated cash flows by operating segment

(€ million)	Automotive	Sales Financing	Mobility Services	Intersegment transactions	CONSOLIDATED TOTAL
2023					
Net income from continuing operations (1)	**2,171**	**789**	**(46)**	**(599)**	**2,315**
Cancellation of income and expenses with no impact on cash :					
Depreciation, amortization and impairment	2,892	289	7	-	3,188
Share in net (income) loss of associates and joint ventures	(900)	10	10	-	(880)
Other income and expenses with no impact on cash, before interest and tax	1,267	390	5	(5)	1,657
Dividends received from unlisted associates and joint ventures	47	-	-	-	47
Cash flows before interest and tax(3)	**5,477**	**1,478**	**(24)**	**(604)**	**6,327**
Dividends received from listed companies (2)	**172**	**-**	**-**	**-**	**172**
Decrease (increase) in Sales Financing receivables	-	(4,945)	-	(225)	(5,170)
Net change in financial assets and Sales Financing debts	-	4,382	-	177	4,559
Change in capitalized leased assets	30	(534)	-	-	(504)
Change in working capital before tax	637	(706)	-	(2)	(71)
Cash flows from operating activities before interest and tax	**6,316**	**(325)**	**(24)**	**(654)**	**5,313**
Interest received	359	(1)	-	(26)	332
Interest paid	(342)	-	(3)	31	(314)
Current taxes (paid)/received	(505)	(364)	-	-	(869)
CASH FLOWS FROM OPERATING ACTIVITIES OF CONTINUING OPERATIONS	**5,828**	**(690)**	**(27)**	**(649)**	**4,462**
CASH FLOWS FROM OPERATING ACTIVITIES OF DISCONTINUED OPERATIONS	**-**	**-**	**-**	**-**	**-**
Purchases of intangible assets	(1,341)	(13)	(11)	-	(1,365)
Purchases of property, plant and equipment	(1,573)	(7)	(5)	-	(1,585)
Disposals of property, plant and equipment and intangibles (4)	282	-	-	-	282
Acquisitions and disposals of investments involving gain or loss of control, net of cash acquired	22	-	-	-	22
Acquisitions and disposals of other investments and other	650	6	(7)	38	687
Net decrease (increase) in other securities and loans of the Automotive segment	(175)	(1)	(1)	(99)	(276)
CASH FLOWS FROM INVESTING ACTIVITIES OF CONTINUING OPERATIONS	**(2,135)**	**(15)**	**(24)**	**(61)**	**(2,235)**
CASH FLOWS FROM INVESTING ACTIVITIES OF DISCONTINUED OPERATIONS	**-**	**-**	**-**	**-**	**-**
Cash flows with shareholders	(185)	(651)	37	562	(237)
Net change in financial liabilities of the Automotive segment	(2,893)	-	11	141	(2,741)
CASH FLOWS FROM FINANCING ACTIVITIES OF CONTINUING OPERATIONS	**(3,078)**	**(651)**	**48**	**703**	**(2,978)**
CASH FLOWS FROM FINANCING ACTIVITIES OF DISCONTINUED OPERATIONS	**-**	**-**	**-**	**-**	**-**
INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	**615**	**(1,356)**	**(3)**	**(7)**	**(751)**
Cash and cash equivalents: opening balance	**14,227**	**7,549**	**17**	**(19)**	**21,774**
Increase (decrease) in cash and cash equivalents	626	(1,372)	(3)	(7)	(756)
Effects of change of scope	(11)	16	-	-	5
Effect of changes in exchange rate and other changes	(286)	32	-	(1)	(255)
Cash generated by discontinued operations and assets held for sale	(91)	-	-	-	(91)
Cash and cash equivalents: closing balance	**14,465**	**6,225**	**14**	**(27)**	**20,677**

(1) *Dividends paid by the Sales Financing segment to the Automotive segment are included in the net income of the Automotive segment. They amounted to €600 million in 2023.*
(2) *The Dividends received from Nissan (€172 million).*
(3) *The cash flow before interest and tax is presented net of dividends received from listed companies.*
(4) *The principal gains on disposals of property, plant and equipment and intangibles (€282 million at December 31, 2022) are presented in Note 6-C.*

(€ million)	Automotive	Sales Financing	Mobility Services	Intersegment transactions	CONSOLIDATED TOTAL
2022 (1)					
Net income from continuing operations (2)	**1,745**	**699**	**(41)**	**(799)**	**1,604**
Cancellation of income and expenses with no impact on cash :					
Depreciation, amortization and impairment	3,391	135	6	-	3,532
Share in net (income) loss of associates and joint ventures	(557)	127	7	-	(423)
Other income and expenses with no impact on cash, before interest and tax	(49)	362	2	(11)	304
Dividends received from unlisted associates and joint ventures	23	-	-	-	23
Cash flows before interest and tax (3)	**4,553**	**1,323**	**(26)**	**(810)**	**5,040**
Dividends received from listed companies	**64**	**-**	**-**	**-**	**64**
Decrease (increase) in Sales Financing receivables	-	(5,026)	-	(34)	(5,060)
Net change in financial assets and Sales Financing debts	-	4,370	-	(22)	4,348
Change in capitalized leased assets	87	(304)	-	-	(217)
Change in working capital before tax	7	400	(2)	(1)	404
Cash flows from operating activities before interest and tax	**4,711**	**763**	**(28)**	**(867)**	**4,579**
Interest received	175	-	-	(3)	172
Interest paid	(357)	-	(1)	13	(345)
Current taxes (paid)/received	(143)	(335)	(1)	-	(479)
CASH FLOWS FROM OPERATING ACTIVITIES OF CONTINUING OPERATIONS	**4,386**	**428**	**(30)**	**(857)**	**3,927**
CASH FLOWS FROM OPERATING ACTIVITIES OF DISCONTINUED OPERATIONS	**(315)**	**-**	**-**	**-**	**(315)**
Purchases of intangible assets	(1,216)	(15)	(12)	-	(1,243)
Purchases of property, plant and equipment	(1,395)	(2)	-	-	(1,397)
Disposals of property, plant and equipment and intangibles (4)	408	-	2	-	410
Acquisitions and disposals of investments involving gain or loss of control, net of cash acquired	(38)	-	-	-	(38)
Acquisitions and disposals of other investments and other	(112)	(14)	(6)	47	(85)
Net decrease (increase) in other securities and loans of the Automotive segment	(121)	-	(7)	2	(126)
CASH FLOWS FROM INVESTING ACTIVITIES OF CONTINUING OPERATIONS	**(2,474)**	**(31)**	**(23)**	**49**	**(2,479)**
CASH FLOWS FROM INVESTING ACTIVITIES OF DISCONTINUED OPERATIONS	**(815)**	**-**	**-**	**-**	**(815)**
Cash flows with shareholders	(35)	(812)	48	752	(47)
Net change in financial liabilities of the Automotive segment	(803)	-	10	40	(753)
CASH FLOWS FROM FINANCING ACTIVITIES OF CONTINUING OPERATIONS	**(838)**	**(812)**	**58**	**792**	**(800)**
CASH FLOWS FROM FINANCING ACTIVITIES OF DISCONTINUED OPERATIONS	**323**	**-**	**-**	**-**	**323**
INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	**267**	**(415)**	**5**	**(16)**	**(159)**
Cash and cash equivalents: opening balance	**13,877**	**8,040**	**14**	**(3)**	**21,928**
Increase (decrease) in cash and cash equivalents	1,105	(416)	5	(16)	678
Effects of change of scope (5)	(838)	1	-	-	(837)
Effect of changes in exchange rate and other changes	106	(76)	(2)	-	28
Cash generated by discontinued operations and assets held for sale	(23)	-	-	-	(23)
Cash and cash equivalents: closing balance	**14,227**	**7,549**	**17**	**(19)**	**21,774**

(1) The 2022 figures include restatements following the first application of IFRS 17 "Insurance contracts" in 2023 (Note 2-A).
(2) Dividends paid by the Sales Financing segment to the Automotive segment are included in the net income of the Automotive segment. They amounted to €800 million in 2022.
(3) The cash flow before interest and tax is presented net of dividends received from listed companies.
(4) The principal gains on disposals of property, plant and equipment and intangibles (€410 million at December 31, 2022) are presented in Note 6-C.
(5) Changes of scope in 2022 mainly concerned the disposals of Avtovaz for €578 million and Renault Russia for €163 million.

A4. Other information for the Automotive segment: net cash position (net financial indebtedness), Operational free cash flow and ROCE

The net cash position or net financial indebtedness, operational free cash flow and ROCE are only presented for the Automotive segment.

The net cash position or net financial indebtedness includes all non-operating interest-bearing financial liabilities and commitments less cash and cash equivalents and other non-operating financial assets such as marketable securities or the segment's loans.

Net cash position (net financial indebtedness)

(€ million)	December 31, 2023	December 31, 2022
Non-current financial liabilities	(8,044)	(9,845)
Current financial liabilities	(3,920)	(5,191)
Non-current financial assets – other securities, loans and derivatives on financing operations	300	121
Current financial assets	923	1,237
Cash and cash equivalents	14,465	14,227
Net cash position (net financial indebtedness) of the Automotive segment	**3,724**	**549**

Operational free cash flow

(€ million)	2023	2022
Cash flow (excluding dividends from Nissan and the Sales Financing segment) before interest and tax	4,877	3,753
Dividends received from the Sales Financing segment	600	800
Changes in working capital before tax	637	7
Interest received by the Automotive segment	359	175
Interest paid by the Automotive segment	(342)	(357)
Current taxes (paid) / received	(505)	(143)
Acquisitions of property, plant and equipment, and intangible assets net of disposals	(2,632)	(2,203)
Capitalized leased vehicles and batteries	30	87
Operational free cash flow of the Automotive segment	**3,024**	**2,119**
Payments for restructuring expenses	*(496)*	*(590)*
Operational free cash flow of the Automotive segment excluding restructuring[1]	**3,520**	**2,709**

(1) *Details of the amounts recorded in Restructuring Costs are presented in Note 6-A.*

ROCE

ROCE (Return On Capital Employed) is an indicator that measures the profitability of capital invested. It is presented for the Automotive sector.

(€ million)	December 31, 2023	December 31, 2022
Operating margin	3,051	1,402
Normative tax rate	28%	28%
Operating margin after tax (A)	**2,197**	**1,009**
Property, plant and equipment, intangible assets and goodwill	15,705	15,566
Investments in associates and joint ventures excluding Nissan	790	654
Non-current financial assets – equity investments excluding RCI Banque SA and Renault M.A.I.	67	52
Working capital	(8,841)	(8,272)
Capital employed (B)	**7,721**	**8,000**
Return on capital employed (ROCE = A/B)	**28.5%**	**12.6%**

Working capital is determined from the following items of information by segment reporting.

(€ million)	December 31, 2023	December 31, 2022
Other non-current assets	747	831
Inventories	4,887	5,188
Customer receivables	834	1,009
Current tax assets and other current assets [1]	6,971	6,583
Other non-current liabilities	(665)	(1,082)
Trade payables	(8,135)	(8,487)
Current tax liabilities and other current liabilities [1]	(13,480)	(12,314)
Working capital	**(8,841)**	**(8,272)**

(1) *Current tax assets and other current assets, and current tax liabilities and other current liabilities, respectively include assets held for sale and liabilities related to those assets.*

B. Information by Region

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

(€ million)	Europe	Americas	Asia Pacific	Africa & Middle East	Eurasia	Consolidated total
2023						
Revenues	41,129	4,560	1,814	1,667	3,206	**52,376**
Including France	*15,305*					
Property, plant and equipment and intangible assets	14,764	583	578	623	329	**16,877**
Including France	*10,431*					
2022						
Revenues [1]	35,622	4,351	2,699	1,757	1,899	**46,328**
Including France	*13,814*					
Property, plant and equipment and intangible assets	14,230	471	663	663	378	**16,405**
Including France	*10,124*					

(1) The 2022 figures include restatements following the first application of IFRS 17 "Insurance contracts" in 2023 (Note 2-A).

6.2. Accounting policies and scope of consolidation

Note 1 - Approval of the financial statements

Renault Group's consolidated financial statements for 2023 were examined at the Board of Directors' meeting of February 14, 2024 and will be submitted for approval by the shareholders at the General Shareholders' Meeting.

Note 2 - Accounting policies

In application of European regulations, the Renault Group's consolidated financial statements for 2023 are prepared under IFRS (International Financial Reporting Standards) as issued by the IASB (International Accounting Standards Board) at December 31, 2023 and adopted by the European Union at the year-end.

2-A. Changes in accounting policies

2-A1. Changes in accounting policies

New amendments and improvements mandatory for 2023

Renault Group applies the accounting standards and amendments that have been published in the Official Journal of the European Union and are mandatory from January 1, 2023.

IFRS 17 and amendments	Insurance contracts
Amendment to IAS 12	Deferred Tax Related to Assets and Liabilities Arising from a Single Transaction. International Tax Reform - Pillar Two Model Rules
Amendment to IAS 1	Disclosure of Accounting Policies
Amendment to IAS 8	Definition of Accounting Estimates

Application of the amendments to IAS 12, IAS 1 and IAS 8 from January 1, 2023 has no material impact on the Group's financial statements. The impacts of application of IFRS 17 are presented in Note 2-A2.

New standards and amendments not applied early by the Group

New IFRS standards and amendments not applied early by the Group		Mandatory application date set by the IASB
Amendments to IFRS 16	Lease Liability in a Sale and Leaseback	January 1, 2024
Amendments to IAS 1	Classification of liabilities as current or non-current liabilities. Non-current liabilities with covenants	January 1, 2024

The Group does not at this stage anticipate that application of the amendments will have any significant impact on the consolidated financial statements.

Other standards and amendments not yet adopted by the European Union

The IASB has also published the following new standards and amendments that have not yet been adopted by the European Union.

IFRS standards and amendments not yet adopted by the European Union		Application date set by the IASB
Amendments to IAS 7	Supplier Finance Arrangements	January 1, 2024
Amendment to IAS 21	Lack of exchangeability	January 1, 2025

The Group does not anticipate that application of these amendments will have any significant impact on the consolidated financial statements.

2-A2. Changes in the financial statements resulting from first application of IFRS 17 - Insurance Contracts

IFRS 17 – Insurance Contracts, published on May 18, 2017 and modified by amendments of June 25, 2020, sets out the principles of recognition, measurement, presentation and disclosures for insurance contracts. This standard replaces IFRS 4 - Insurance Contracts and became applicable on January 1, 2023. The Sales Financing segment had already applied IFRS 9 since January 1, 2018, having decided not use the exemption option.

Impacts for classification and measurement

For the Group, IFRS 17 mainly applies to insurance contracts issued and reinsurance agreements signed by the Sales Financing segment's insurance companies.

Contracts are now valued in groups (known as "cohorts") under the general "building block" approach which comprises: (1) estimates of discounted future cash flows weighted by the probability of occurrence, (2) an adjustment for non-financial risks, and (3) the contractual service margin. The contractual service margin is recognized in the income statement based on the coverage units provided during the period.

Impacts of the transition

As the Group considered it was not feasible to collect all the historical data required to estimate the value of the contracts in the portfolio at the transition date, it chose to use the simplified retrospective approach to record the impact of the transition on the financial statements at January 1, 2022.

Under this approach, for each annual cohort with active contracts at the transition date, the contractual service margin is defined by the estimated future cash flows discounted to the subscription date, including historical cash flows prior to January 1, 2022, with adjustment for non-financial risk.

The transition has a positive impact of €167 million on shareholders' equity in the opening balance sheet at January 1, 2022. This positive impact on equity arises from a faster recognition of profits under IFRS 17, linked to the profile of hedging units that reflect, over the duration of insurance contracts, the decrease in amounts at risk corresponding to the evolution of underlying financial balances. Under IFRS 4, insurance premiums are acquired according to a linear profile.

In accordance with IFRS 17, the comparative figures for 2022 have been restated to take account of the application of the standard as of January 1, 2022. The IFRS 17 technical provisions at January 1, 2022 and December 31, 2022 have been determined by applying the general model to the portfolio existing at these dates.

At December 31, 2023 after application of IFRS 17, provisions covering the insurance activities of the Sales Financing segment represented an amount of €182 million in provisions. Assets related to reinsurance contracts held for these same activities represent an amount of €25 million in other non-current assets.

The impacts of application of IFRS 17 on the Group's consolidated financial position at the transition date and at December 31, 2022 are detailed in the table below:

(€ million)	December 31, 2021 published	January 01, 2022 restated	Variation	December 31, 2022 published	December 31, 2022 restated	Variation
Assets / Other non-current assets	966	920	(46)	938	911	(27)
Liabilities / Provisions	1,291	988	(303)	1,341	1,082	(259)
Liabilities / Deferred tax liabilities	1,009	1,099	90	1,021	1,102	81
Shareholders' equity / Reserves	25,159	25,326	167	26,370	26,537	167
Shareholders' equity. Net income				(700)	(716)	(16)

In the income statement, the first-time application of IFRS 17 impact represents a reduction in net income €(16) million in 2022. The impacts of applying IFRS 17 on the Group's consolidated income statement in 2022 are detailed in the table below:

(€ million)	FY 2022 published	FY 2022 restated	Variation
Revenues	46,391	46,328	(63)
Operating income (loss)	2,216	2,191	(25)
Pre-tax income	2,153	2,128	(25)
Current and deferred taxes	(533)	(524)	9
Net income	**(700)**	**(716)**	**(16)**

2-B. Estimates and judgments

Specific context of 2023

Worldwide economic context

After several consecutive years of a challenging global business environment (marked by the electronic components supply crisis, lower distribution capacities in the logistics sector, and rising commodity prices) reflected in decreases in the Automotive segment's sales volumes of 4.5% in 2021 and 5.9% in 2022, the Group returned to sales volume growth in 2023, registering a +9% rise to 2,235,345 vehicles sold worldwide.

Changes in the Group's organization

Since announcing its Renaulution plan in 2020, Renault Group has worked to transform its business and its organization. At the Capital Market Day held on November 8, 2022, it announced that some of its Horse project powertrain technologies were to be combined into a joint venture. The groups of assets and liabilities concerned were therefore reclassified as assets and liabilities held for sale in the consolidated financial position at December 31, 2022, and 2023 in accordance with IFRS 5. The scope of Horse was defined on 1 July 2023, when Renault sas transferred its intellectual property rights to developments, and the shares of the production subsidiaries, to Horse Holding (Note 3).

The Group also announced at the same Capital Market Day that it was setting up five targeted businesses with specialist teams, each one founded on a homogeneous set of technologies with its own governance and results. The entities included in the scope of Ampere were structured in late 2023 when Renault sas transferred an autonomous branch of business to Ampere Holding sas (Note 3).

These changes have no impact on the information by operating segment presented for 2023.

New foundations for the partnership with Nissan

On November 8, 2023, the New Alliance Agreement between Renault Group and Nissan took effect. Consequently, Renault transferred 28.4% of Nissan shares (from its total 43.4% stake) into a French trust, in which the voting rights will be exercised neutrally, subject to certain exceptions. The voting rights of Renault Group and Nissan are capped at 15% of the exercisable voting rights, and both companies are able to freely exercise their voting rights within that limit.

On December 13, 2023, Renault SA instructed the trust to sell Nissan 211 million of its own shares at the price of €3.62 per share, giving a total of €764 million. As Nissan has retained these shares, Renault's percentage interest in Nissan is now 40.6%.

In early 2023 Renault Group and Nissan announced the new foundations of their partnership, including operational projects, investment by Nissan in Ampere, the pure player in electric vehicles and software set up by Renault Group, as well as the rebalancing of their cross-shareholdings at 15% and the transfer of a 28.4% share of Nissan held by Renault Group to a French trust in which the Group's voting rights are "neutralized" for most decisions, but it retains full benefit of its economic rights (to dividends and the proceeds of share sales) until the shares are sold. These new foundations of the partnership agreement with Nissan had no impact on the financial statements at December 31, 2023. The changes were in progress at December 31, 2023.

Renault Group's exit from the Russian Federation

In May 2022, Renault Group sold its investments in Renault Russia and the AVTOVAZ Group.

In March 2023, the Sales Financing segment sold its 30% investment in RN Bank, which was accounted for under the equity method, and in August 2023 it sold the shares of its fully-owned subsidiary RN Leasing (Note 3).

At December 31, 2023, the Group no longer holds any investments in the Russian Federation.

External financing

As the Group had sufficient liquidities, the Automotive segment did not issue any bonds during 2023, and fully repaid the outstanding €990 million of its State-guaranteed credit facility during the year. The Sales Financing segment undertook several bond issues totalling €3.9 billion (Note 23-C) in 2023, including a €750 million green bond.

At the date of publication of these consolidated financial statements, the Group has sufficient cash and sources of financing to ensure continuity of operations for the next twelve months, and has demonstrated its capacity to issue debt.

Sustainable development and climate considerations

Sustainable development considerations are a key component of Renault Group's strategy. Through the Paris Agreements and the European Green Deal, the Group has made concrete commitments to reach carbon neutrality and reduce emissions.

The Renaulution strategic plan unveiled by Renault Group in January 2021 plots out an ambitious roadmap for transformation and kick-started a shift from volume to value. November 2022 saw the start of the third chapter of this plan, called Revolution. The autonomous company Ampere, a pure player in electric vehicles and software set up in November 2023, creates the right conditions to make the Renault brand fully electric in Europe by 2030, and will be a major contribution to achieving Renault Group's net-zero objective for Europe by 2040 and worldwide by 2050. In Korea, following the launch of its own hybrid vehicle range in 2024, Renault Korea Motors (RKM) announced the forthcoming production and export from 2025 of the 100% electric car Polestar 4. Finally, Renault Group, Volvo Group and CMA CGM are joining forces to meet the growing need for decarbonized logistics with a new generation of fully electric vans. Renault Group and Volvo Group have signed binding agreements to form a new company based in France, initially owned in equal shares, and will invest €300 million each over the next three years. CMA CGM has signed a non-binding letter of intent to join the new company, investing €120 million.

The Group's medium-term plan for the period 2024-2032, containing forecasts that form the basis for impairment testing of assets (Note 11), is established and regularly updated by reference to regulatory changes in the countries where the Group does business. The changes introduced by the Euro 7 standards to reduce pollutant emissions from passenger cars and light commercial vehicles by 2030 have already been incorporated into the plan. The principal sensitivity of the 2024-2032 medium-term plan concerns the transition risks of the Paris Agreements' baseline scenario. The Group takes great care to ensure that the compliance investments necessary for its products and production facilities are measured and included in the plan.

For impairment testing of vehicle-specific assets, the Group's forecasts take account of profits generated by electric vehicles under the European Union's CAFE (Corporate Average Fuel Economy) regulation, which fines automakers if they exceed the average threshold for CO_2 emissions, and the negative contributions of combustion-fuel vehicles. The estimates are based on internal prices for each year a CAFE penalty is payable.

The Group assesses the depreciation periods for fixed assets at the end of each accounting period, taking into consideration regulatory changes such as the EU ban on sales of new petrol and diesel vehicles from 2035.

The Group is also securing its procurement along the electric vehicle value chain through long-term contracts for purchase volumes of raw materials, which are included in its off-balance sheet commitments (Note 28-A). These commitments are valued at year-end spot prices, and minimum payments are defined by reference to the exit clauses contained in the contracts.

The Group contractualizes green energy purchases that sometimes require investments at its production sites. The contract terms are analyzed to define which party has control of the assets. Some of these contracts are treated as leases, with recognition of a right-of-use asset. For the rest, the amounts for which the Group has given firm commitments are reported in off-balance sheet commitments (Note 28-A).

European and foreign regulations have penalty and/or bonus mechanisms based on achievement of CO_2 emissions targets by vehicles sold. Emission levels have to be estimated at the end of each accounting period, but the final figures may be calculated over several years under carry-back/carry-forward systems (as in South Korea) or only confirmed one or two years later (as in the European system). The Group has set up a Committee to identify the relevant CO_2 emissions and estimate the corresponding income and expenses, and estimates are reviewed quarterly.

Principal estimates and judgments in the 2023 context

The following items in the Group's consolidated financial statements have been paid particular attention in 2023:

- potential impairment of fixed assets, particularly impairment on specific assets linked to vehicles and goodwill (Note 11);
- the recoverable value of leased vehicles classified as property, plant and equipment or inventories;
- investments in associates, notably Nissan (Note 12);
- impairment for expected credit losses concerning Sales Financing receivables (Note 15);
- revenue recognition;
- determination of restructuring provisions (Notes 6-A and 20);
- determination of risks associated with distressed suppliers;
- determination of compliance with the requirements of IFRS 5 for reclassification of assets or groups of assets and liabilities held for sale and reporting them on specific lines in the balance sheet in the current assets and current liabilities (Note 3-C);

Other important estimates and judgments

Renault Group often has to make estimates and assumptions that affect the book value of certain assets and liabilities, income and expenses, and disclosures made in certain notes to the financial statements. In preparing its financial statements, Renault Group revises its estimates and assessments to take account of past experience and other factors deemed relevant in view of the economic circumstances.

It takes into consideration forecast technological and market developments (commodity costs, changing customer demand, etc) and any other developments that could have a significant impact on the consolidated financial statements, the figures reported in Renault Group's future consolidated financial statements could differ from the estimates established at the time these financial statements were finalized. The main items in the Group's consolidated financial statements at December 31, 2023 that are dependent on estimates and judgments are the following:

- capitalization of research and development expenses and their amortization period (Note 10-A);
- the depreciation and amortization periods for fixed assets other than capitalized development expenses (Note 10);
- recognition of deferred tax assets on tax loss carryforwards (Note 8);
- provisions, particularly warranty provisions on vehicles and batteries sold (Note 20), provisions for pensions and other long-term employee benefit obligations (Note 19), provisions for workforce adjustment measures (Note 6-A), provisions for legal risks and tax risks (other than income tax risks and provisions for uncertain tax liabilities);
- valuation of lease liabilities, particularly the incremental borrowing rates and the value of renewal and termination options that are reasonably certain to be exercised (Note 23).

2-C. Consolidation principles

The consolidated financial statements include the financial statements of all companies controlled exclusively by the Group either directly or indirectly (subsidiaries). Jointly controlled companies are accounted for under the equity method when they are classified as joint ventures and consolidated on the basis of the percentage share specific to each balance sheet and income statement item when they are classified as joint operations.

Companies in which the Group exercises significant influence (associates) are included in the financial statements on an equity basis.

Significant intercompany transactions and unrealized internal profits are eliminated.

Put options on non-controlling interests are carried in the consolidated financial position at fair value, and classified in other financial liabilities in the Automotive segment and in other non-current liabilities in the Sales Financing segment, with a corresponding adjustment to equity.

Outstanding price supplements payable to shareholders who have sold shares to the Group are recorded in the financial position, in financial liabilities (Automotive and Mobilities segments) or in other liabilities (Sales Financing segment) to give a better estimation of the obligation. The liability is initially recognized via an adjustment to goodwill (or unconsolidated investments) and subsequently via profit and loss (other financial income and expenses, or the share in net income of associates and joint ventures, depending on the nature of the investment).

2-D. Presentation of the consolidated financial statements

Valuation basis

The consolidated financial statements are established under the historical cost convention, except for certain categories of assets and liabilities, in compliance with IFRS rules. The categories concerned are detailed in the following notes.

Operating income and operating margin

Operating income includes all revenues and costs directly related to the Group's activities, whether recurrent or resulting from non-recurring decisions or operations, such as restructuring costs.

The operating margin, which corresponds to the operating income of an individual segment as defined in IFRS 8, Operating Segments, corresponds to the operating income before other operating income and expenses, which are by nature unusual or significant and could affect comparability of the margin. Other operating income and expenses cover:

- restructuring and workforce adjustment costs, and significant costs relating to discontinued activities. A restructuring is a programme that is planned and controlled by management, and materially changes either: a) the scope of a business undertaken by an entity; or b) the manner in which that business is conducted. The estimated cost of workforce adjustment measures, which for accounting purposes is treated as an employee benefit, is covered by a provision over the estimated residual employment period of the employees concerned. The cost of termination indemnities is recognized as soon as a detailed plan has either been announced or is in progress. The amount recorded is net of existing provisions for pensions;
- gains or losses on partial or total disposal of businesses or operating entities, gains or losses on total or partial disposals of investments in associates and joint ventures, other gains and losses relating to changes in the scope of consolidation, and direct acquisition costs for entities that are fully consolidated or consolidated on a line-by-line percentage of interest basis;
- gains or losses on disposal of property, plant and equipment or intangible assets (except leased assets sales);
- impairment on property, plant and equipment or intangible assets and goodwill (excluding goodwill of associates or joint ventures);
- unusual items, i.e. income and charges that are unusual in their frequency, nature or amount, relating to significant litigation or impairment of operating receivables.

With the exception of the tax charge, the share in net income of associates and joint ventures, and financial interest on pension and other long-term employee benefit obligations, all income and expenses resulting from the sales financing activity are included in operating income and expenses.

Equity method consolidation of associates and joint ventures

The share in net income of associates and joint ventures reported in the Group's consolidated income statement comprises the share in these entities' profits or losses, impairment and recoveries of impairment relating to these entities (Note 2-M).

The gain or loss resulting from the sale or loss of significant influence or joint control over associates and joint ventures accounted for under the equity method, and the gain or loss on acquisition of control, as defined by IFRS 10, over companies that were already consolidated but not controlled, is reported in other operating income and expenses in the Group's consolidated income statement. This includes transfers of accumulated translation adjustments during the period the entity was accounted for under the equity method.

The Group recognizes a deferred tax liability on dividend distributions for all differences between the book and tax values of its investments in associates and joint ventures (Note 2-I). This tax is included in current and deferred taxes in the Group's income statement.

Goodwill relating to associates and joint ventures is included in the value of the relevant entities as stated in the assets in the consolidated statement of financial position. In the event of impairment, an impairment loss is booked and included in the consolidated income statement via the share in net income (loss) of associates and joint ventures (Note 2-J).

Acquisition expenses related to investments in associates and joint ventures are included in the initial acquisition cost for these investments.

Cross-investments between a consolidated entity and an associate are neutralized in measuring the investment in the associate as stated in the assets of the statement of financial position. Nissan's 15% stake in Renault is therefore neutralized in valuing the investment in Nissan shown in the assets of the consolidated statement of financial position (Note 12).

Dividends received from unlisted associates and joint ventures are included in the Automotive operational free cash flow, while dividends received from listed associates and joint ventures, i.e. Nissan, are excluded from Automotive operational free cash flow.

Information by operating segment

The information by operating segment is based on internal reporting to the Leadership Team, which is identified as the "Chief Operating Decision-Maker". All Group financial data are assigned to the operating segments. The "Intersegment transactions" column is reserved for transactions between the segments, which are carried out on near-market terms. Dividend payments by the Sales Financing segment are included in net financial income and expenses of the Automotive segment.

The indicator used to evaluate segment performance is the operating margin.

The effects of the French consolidated taxation system are included in the tax expense of the Automotive segment.

Assets and liabilities are specific to each segment. Receivables assigned by the Automotive segment to the Sales Financing companies are treated as operating assets by the assignee when the risks and benefits are substantially transferred. These receivables are mostly receivables on the dealership network.

Vehicles and batteries for which the Automotive segment has a repurchase commitment are included in the segment's assets. When these assets are financed by the Sales Financing segment, the Sales Financing segment recognizes a receivable on the Automotive segment.

Current and non-current assets and liabilities

Sales Financing receivables, other securities, derivatives, loans and financial liabilities of the Sales Financing segment (other than redeemable shares and subordinated loans) are considered as current assets and liabilities, because they are used in this operating segment's normal business cycle.

For the Automotive segment, in addition to items directly related to the business cycle, all assets and liabilities maturing within one year are classified as current.

2-E. Translation of foreign companies' financial statements into the presentation currency and hyperinflation effects

Translation of the accounts of foreign companies

The Group's presentation currency is the euro.

For foreign companies, the functional currency is generally the local currency. In cases where most transactions are carried out in a different currency, that is adopted as the functional currency.

Foreign companies' accounts are established in their functional currency, and subsequently translated into the Group's presentation currency as follows:

- financial position items other than components of shareholders' equity, which are stated at historical value, are translated at the closing exchange rate;
- income statement items are translated at the average exchange rate for the period;
- the translation adjustment is one of the other components of comprehensive income, and therefore has no impact on net income.

Goodwill generated by a business combination with a foreign company is treated as an asset or liability of the entity acquired, as appropriate. It is therefore expressed in the relevant entity's functional currency, and translated into euros at the closing rate.

When a foreign company is sold, the accumulated translation adjustments on its assets and liabilities are transferred to other operating income and expenses in the income statement.

Hyperinflation

To determine whether a country is in hyperinflation, the Group refers to the list published by the International Practices Task Force (IPTF) of the Center for Audit Quality. The financial statements of entities in hyperinflationary economies are translated in accordance with IAS 29 "Financial reporting in hyperinflationary economies". Non-monetary balance sheet items, income statement items, comprehensive income items and cash flow statement items are adjusted for inflation in their original local currency, then all the financial statements are translated at the closing exchange rate for the period. This hyperinflationary accounting leads to recognition of a gain or loss resulting from exposure to hyperinflation, which is classified as other financial income and expenses and thus included in reserves the following year.

The accounts of the Group's subsidiaries in Argentina are consolidated in accordance with the principles of IAS 29, which have been applied since January 1, 2018. The effects of index-based restatement and translation of the shareholders' equity of subsidiaries in Argentina are all included in the translation adjustment in other components of comprehensive income, since restatement based on price indexes is correlated with movements in the exchange rate between the Argentinian peso and the euro, and mitigates the effect of the peso's devaluation.

On March 16, 2022 Turkey was identified by the International Practices Task Force (IPTF) of the Center for Audit Quality as a country that should be considered hyperinflationary for the purposes of 2022 financial statements.

The entities MAIS Motorlu Araclar Imal ve Satis AS and ORFIN Finansman Anonim Sirketi, which are accounted for under the equity method, use the local currency as their functional currency and have applied the hyperinflation adjustment at December 31, 2023. Its effect on their contribution to the Group financial statements is considered non-significant. The fully consolidated entities Oyak Renault and Renault Group Otomotiv prepare their accounts for the Group consolidation using the euro as their functional currency, since most of their business is conducted in euros. Consequently, their accounts do not require adjustment for hyperinflation.

2-F. Translation of foreign currency transactions

Transactions undertaken in a currency other than the functional currency of the entity concerned are initially translated to and recorded in the functional currency, using the rate applicable at the transaction date.

For financial reporting purposes, monetary assets and liabilities in currencies other than the functional currency are translated at the closing rate. All resulting foreign exchange differences are recognized in the income statement, except for foreign exchange gains and losses on financial instruments designated as hedges of a net investment in a foreign entity (Note 2-X).

The following impacts are therefore recorded in net income:

- translation adjustments related to financial operations by the Automotive segment are included in the net financial income;
- other translation adjustments are included in the operating income (operating margin in the information by operating segment).

Derivatives are measured and recorded as described in Note 2-X.

2-G. Revenues and margin

Revenues comprise all proceeds from sales of the Group's automotive goods, services related to these sales, and the various sales financing products marketed by the Group's companies to their customers.

Sales of goods and services and associated costs of the Automotive segment

Sales and margin recognition

Sales of automotive goods are recognized at the date control is transferred. The transfer of control over automotive goods takes place when the goods are made available to the distribution network in the case of non-Group dealers (at the time they are added to or removed from stock, depending on the contractual arrangements) or upon delivery to the end-user in the case of direct sales.

However, there is no transfer of control in the case of goods sold under an operating lease by a Group finance company, or in the case of goods sold with a buy-back commitment if it is highly likely that they will be returned. In such transactions, the revenues are recognized progressively over the lease period, and a used vehicle sale is recorded when control of the used vehicle is transferred. The difference between the price paid by the customer and the buy-back price is treated as rental income, and spread over the period the automotive item is at the customer's disposal. The production cost for the new automotive item concerned is recorded in inventories for contracts of less than one year, or included in property, plant and equipment under fixed assets leased to customers when the contracts exceed one year. The forecast resale value takes account of recent known developments on the second-hand automotive market but also future anticipated developments over the period in which the automotive goods will be sold, which may be influenced by factors both external (economic situation, taxation) and internal (changes in the range or the manufacturer's pricing strategy). As soon as a loss is expected on the resale, a provision (if the automotive item is in inventories) or additional depreciation (if the automotive item is included in property, plant and equipment) is recognized to cover the loss.

Sales incentive programs

Sales incentive programs based on the volumes or prices of products sold are deducted from sales when the sales operations concerned are recorded. Any provisions are based on estimates of the most probable amount.

The Group undertakes certain promotional campaigns offering reduced-interest customer credit or discounts on services. Because these are sales incentives, the cost of these operations is recognized as a reduction in sales by the Automotive segment when the vehicle sale takes place, and is not spread over the duration of the financing or the services concerned.

Warranty

The Group makes a distinction between insurance-type warranties and service-type warranties. Provisions are established for insurance-type warranties, while service-type warranties give rise to revenue that is spread over the duration of the warranty extension.

The estimated or incurred costs relating to manufacturer's product or part warranties classified as insurance-type warranties are charged to expenses when the sales are recorded. Provisions for costs still to be borne are valued on the basis of observed data for each model and engine regarding the level of costs, and their distribution over the periods covered by the manufacturer's warranty. In the event of product recalls following incidents that come to light after the vehicle has been put on the market, provisions are established to cover the costs involved as soon as the decision to undertake the recall campaign has been made. Amounts claimed from suppliers are deducted from the warranty expense when it is considered practically certain they will be recovered.

Services related to sales of automotive products

Revenues from service contracts sold by the Group are recognized on a percentage-of-completion basis. These contracts may be for warranty extensions, maintenance or insurance.

Such service contracts may be sold separately to the final customer or included free of charge in a sale package covering a vehicle and related services. In either case, the Group considers service contracts as a separate service obligation from delivery of the vehicle, and allocates a portion of revenue to the service contract.

When the customer makes regular payments for the service contract, the revenue is recognized on a straight-line basis. When the contract is prepaid (for example, when it is paid for by the customer at the time of the vehicle purchase), the amounts received are recorded as deferred income, and spread over the duration of the contract, on a straight-line basis for warranty extensions and following an experience curve for maintenance contracts.

Impairment of customer receivables

Impairment is booked in respect of the Automotive segment's customer receivables to reflect the prospective assessment of the credit risk at the inception of the receivable and any deterioration of that risk over time. When there is an incurred credit loss, impairment is recorded individually for each receivable.

Sales financing revenues

Sales financing revenues

Sales financing revenues are generated by financing operations for sales of vehicles to dealers and end-users. These financing operations take the form of loans from the Sales Financing segment companies, and are carried in the balance sheet at amortized cost under the effective interest rate method, less any impairment. Income on these contracts is calculated so as to give a constant interest rate over the period, and is included in sales revenues.

Sales financing costs

Sales financing costs are considered as operating expenses and included in the operating income (operating margin in the information by operating segment). They mainly comprise interest incurred by Sales Financing companies to refinance their customer loan transactions, other costs and revenues directly related to administration of this type of refinancing (temporary investments, hedging and management of exchange and interest rate risks), and the cost of risks related to receivables. Refinancing comes from diversified sources: public and private bond issues, public and private securitization backed by Automotive segment loans, negotiable debt instruments, savings collected and financing from credit institutions and assimilate or the European Central Bank.

Commissions payable to business intermediaries

Commissions are treated as external distribution costs, and therefore deferred as contract acquisition costs, so as to give a constant interest rate over the term of the financing contracts.

Classification and impairment of receivables

The impairment method for financial receivables depends on the category concerned. For healthy receivables (stage 1), impairment is equivalent to the 12-month expected credit loss; for receivables on which the credit risk has significantly deteriorated since initial recognition or which received extensions during the lockdown (stage 2), impairment is equivalent to the lifetime expected losses; and for receivables in default (stage 3), impairment is equivalent to the incurred credit loss.

The Sales Financing segment uses an internal scoring system or external ratings to identify any significant deterioration in the credit risk. In addition, this segment has decided to use the assumptions set out in the standard and thus downgrades any receivable outstanding after 30 days to stage 2, and any receivable still outstanding after 90 days to stage 3. Receivables in default (stage 3) are identified by the Sales Financing segment in compliance with the European Banking Authority's EBA/GL/2016/07 guidelines. The Sales Financing segment has opted for the "one step" approach, which consists of applying the new definition of default and adjusting its internal models concurrently for the Dealer portfolio and Customer portfolio.

The Sales Financing segment refers to the current recommendations of the Basel Committee to generate the parameters needed to calculate the probability of default and the loss rates in the event of default on loans and financing, finance lease receivables, irrevocable financing commitments, and financial guarantees given to customers and dealers in its principal countries of business (Germany, Brazil, Spain, France, Italy and the United Kingdom for customer and dealer financing, Korea for customer financing only). For other assets, a standard approach based on a simplified methodology is applied.

As the assumptions used are essentially based on observable market data, the calculation of impairment for expected credit losses in the Sales Financing segment also incorporates forward-looking macro-economic data (GDP, long-term rates, etc) to reflect changes in indicators and sector-specific information.

Write-off rules

The gross book value of a financial asset is written off when there are no reasonable expectations of recovery. The asset is derecognized via a loss account, and the associated impairment is reversed when the non-recoverability of receivables is confirmed, or at the latest when the Sales Financing segment's rights as creditor are extinguished. Examples of receivables that become non-recoverable and are derecognized are waivers negotiated with customers (notably as part of a recovery plan), time-barred receivables, receivables concerned by an unfavourable legal judgement (when the outcome of a lawsuit or litigation is negative), and receivables owed by a customer that no longer exists.

2-H. Financial income (expenses)

The cost of net financial indebtedness comprises the cost of gross financial indebtedness less income associated with cash, cash equivalents and financial assets of the Automotive segment. The cost of gross financial indebtedness consists of income and expenses generated by the Automotive segment's financial indebtedness during the period, including the impact of the effective portion of the related interest rate hedges.

Other financial income and expenses mainly include foreign exchange gains and losses on financial items and related hedges, the gain or loss caused by exposure to hyperinflation (Note 2-E), the net interest on provisions for pensions, and dividends and impairment of companies that are neither controlled nor under significant influence by the Group.

2-I. Income tax

The Group recognizes deferred taxes for all temporary differences between the tax and book values of assets and liabilities in the consolidated statement of financial position. Deferred taxes are calculated at the latest tax rate enacted at the closing date applicable to the period when temporary differences are reversed. Each individual fiscal entity (legal entity, establishment or group of entities that pays tax to the tax administration) that is authorized to offset its current tax assets and liabilities reports deferred tax assets and liabilities net. Recognition of deferred tax assets depends on the probability of future recovery.

For associates and joint ventures, a deferred tax liability on dividend distributions is booked for differences between the book value and tax value of shares held.

Tax credits that can only be used against a taxable profit are recorded as a deduction from the income tax payable. Tax credits that are recoverable regardless of whether the company makes a taxable profit are set against the relevant nature of expense.

To determine the provisions for uncertain tax liabilities, the Group uses a case-by-case method based on the most probable value. In view of their qualitative characteristics these provisions are reported on specific lines in the consolidated financial position.

2-J. Goodwill

Non-controlling interests (commonly called "minority interests") are carried at fair value (the full goodwill method) or at their share in the fair value of assets acquired and liabilities transferred (the partial goodwill method). To date Renault has only recognized goodwill valued under the partial goodwill method. The choice of which method to use is made for each individual case.

Impairment tests of goodwill are carried out at least annually or whenever there is evidence of loss of value. After initial recognition, goodwill is stated at cost less any accumulated impairment.

Goodwill relating to associates and joint ventures is included in the value of the entities concerned as reported in the assets in the statement of financial position. In the event of impairment, an impairment loss is booked and included in the consolidated income statement via the share in net income (loss) of associates and joint ventures.

Acquisitions of additional investments concerning non-controlling interests in companies controlled by the Group are treated as equity transactions. The positive or negative difference between the cost of acquiring shares and the book value of the non-controlling interests acquired is recorded in shareholders' equity.

2-K. Research and development expenses and other intangible assets

Research and development expenses

Development expenses incurred between the decision to begin development and implement production facilities for a new vehicle or component (e.g. engine or gearbox) and the subsequent approval of the design for mass production are capitalized as intangible assets. They are amortized on a straight-line basis from the date of approval for production, over the expected market life of the vehicle or part, which is initially no longer than seven years. Market lives are regularly reviewed and subsequently adjusted if there is a significant difference from the initial estimate. Capitalized development expenses mainly comprise the cost of prototypes, the cost of studies invoiced by external firms, the cost of personnel assigned to the project and a share of overheads dedicated exclusively to development activities.

Borrowing costs directly attributable to the development of a project requiring at least 12 months of preparation before commissioning are included in the gross value of the asset, which is a "qualifying asset". The capitalization rate for borrowing costs is limited such that capitalized borrowing costs do not exceed the total borrowing costs borne during the year. When a project is financed through a specific borrowing, the capitalization rate is equal to the interest rate on the borrowing.

Expenses incurred before the decision to begin product development are recorded as costs in the period they are incurred, in the same way as research expenses. Expenses incurred after the start of mass production are treated as production costs.

Other intangible assets

Other intangible assets comprise patents, leasehold rights, intangible business assets, licences, software, brands and similar rights purchased by the Group. When they have a finite useful life, patents, leasehold rights, licences, brands and similar rights purchased are amortized on a straight-line basis over the period of protection stipulated by the contact or the law, or over the useful life if shorter. Intangible business assets and softwares are amortized over their useful life. The useful life of intangible assets is generally between 3 and 5 years. Intangible assets with an indefinite useful life, are subjected to an impairment test at least once a year and when there is any indication of impairment.

2-L. Property, plant and equipment and right-of-use assets

The gross value of property, plant and equipment corresponds to historical acquisition or production cost.

Design and preparation expenses are included in the asset's production cost.

The production cost for property, plant and equipment also includes financing costs borne during the construction phase, under the same method as for intangible assets. When a project is financed through a specific borrowing, the capitalization rate is equal to the interest rate on the borrowing.

Investment subsidies received are, where relevant, presented as a deduction from the gross value of the assets concerned.

Subsequent expenses for property, plant and equipment, except those incurred to increase productivity or prolong the life of an asset, are charged to expenses as incurred.

Assets leased to customers include vehicles leased for more than one year from a Group finance company with a buy-back commitment by the Group, and vehicles sold under an agreement including a clause for buy-back after a minimum one year of use. Assets leased to customers also include vehicles covered by operating leases longer than one year from Group finance companies, and batteries leased to electric vehicle users by Group finance companies (Note 2-G).

Right-of-use assets

The Group's leases are essentially for real estate property.

A contract contains a lease if it gives the lessee the right to use an identified asset for a specified period of time in exchange for payment.

At the contract's commencement date, an asset related to the right of use is recognized together with a financial liability initially estimated at the present value of fixed lease payments over the term of the lease. This asset is amortized using a discount rate equal to the implicit interest rate of the lease agreement if it can be readily determined, or the incremental borrowing rate otherwise. The incremental borrowing rate, calculated for each monetary zone, corresponds to the risk-free rate applicable in the zone plus the Group's risk premium applicable for the local currency. In the income statement, amortization of the right-of-use asset is recorded in the operating income (operating margin in the information by operating segment) and a financial expense corresponding to the interest on the lease liability is recorded in financial income and expenses. In the cash flow statement, cash flows from operating activities are impacted by interest expenses paid, and cash flows from financing activities are impacted by the reimbursed lease liability.

Lease payments on short-term leases (12 months or less) and leases of low-value assets are treated as operating expenses.

The term of the lease considering by the real estate department is the non-cancellable period of a lease contract during which the lessee has the right to use the leased asset, extended by any renewal options the Group is reasonably certain to exercise.

When a lease is renegotiated to shorten the term or reduce the space leased, the Group recognizes the gain or loss in the operating income (other operating income and expenses). When the Group revises the exercise value of a purchase, extension or termination option (for example by applying early termination clauses), a corresponding adjustment is made to the book value of the right-of-use asset.

Improvements to leased buildings are depreciated over a duration that is equal to or shorter than the lease term used to estimate the lease liability (if the lessee has neither the intention nor the ability to use them for a longer period).

When a lease contract contains a purchase option the Group is reasonably certain to exercise, it is in substance a purchase rather than a lease. The corresponding liability is considered as a financial liability under IFRS 9, and the asset as a tangible asset in compliance with IAS 16.

Provisions for repairs required contractually by lessors are recognized at the start of the lease, with a corresponding tangible asset.

Sale and leaseback operations

In application of IFRS 16, for a sale and leaseback operation, reference is made to the requirements of IFRS 15 to determine whether the transfer of the asset should be treated as a sale or a financing operation.

If the transfer of an asset does not qualify under IFRS 15 for recognition as a sale, the asset transferred remains in the assets reported in the statement of financial position, and a financial liability equal to the proceeds of the transfer is recognized.

If the transfer of an asset is recognized as a sale and the Group then leases back part or all of the asset sold, only the amount of the gain or loss on the rights transferred to the buyer-lessor is recognized, and the right-of-use asset is adjusted in proportion to the interest retained in the net book value of the asset transferred.

Depreciation

In the Automotive and Sales Financing segments, depreciation is calculated on a straight-line basis over the following estimated useful lives:

Buildings (1)	15 to 30 years
Specific tools	2 to 7 years
Machinery and other tools (other than press lines)	5 to 15 years
Press lines, stamping and painting installations	20 to 30 years
Other tangible assets (2)	4 to 6 years

(1) Buildings in use before 1987 are depreciated over a period of up to 40 years.
(2) Except for leased batteries, which are depreciated over periods of 8 to 10 years depending on the models.

Useful lives are regularly reviewed, and accelerated depreciation is recorded when an asset's useful life becomes shorter than the initially expected period of use, particularly when it is decided to withdraw a vehicle or component from the market.

2-M. Impairment

Impairment of fixed assets

Fixed assets are subjected to impairment tests as soon as there is any indication of a loss of value, such as significant adverse changes in the market in which the company operates, or changes affecting the circumstances and manner of use of the assets.

For the **Automotive segment**, impairment tests are carried out at two levels:

At the level of vehicle-specific assets (including components)

Vehicle-specific assets (including components) consist of capitalized development expenses and tools. Impairment tests are carried out by comparing the net book value of the assets with the recoverable value, calculated based on discounted future cash flows related to the vehicle and its components. These assets may be specific to the model and/or the country of destination.

At the level of cash-generating units

A cash-generating unit is defined as a coherent subset that generates largely independent cash flows. Cash-generating units may represent an economic entity (plant or subsidiary) or the whole Automotive segment. Net fixed assets related to cash-generating units notably include goodwill, specific assets and capacity assets, and components of working capital.

For each of the two levels, impairment tests are carried out by comparing the net book value with the recoverable value. Recoverable value is defined as the higher of value in use or fair value less selling costs.

Value in use is the present value of estimated future cash flows expected to arise from the use of an asset. Future cash flows derive from the business plan drawn up and validated by the Management, plus a terminal value based on discounted normative cash flows after application of a growth rate to infinity. They also include a bonus ("excess earnings") paid to the Automotive segment for business referrals to the Sales Financing segment. The assumptions underlying the business plan include estimates of market developments in countries in which the Group operates and its share of those markets, changes in the sale price of products and the prices of purchased components and commodities. The pre-tax discount rate used is the weighted average cost of capital as determined by the company.

When the recoverable value is lower than the net book value, impairment equivalent to the difference is recorded against the assets concerned.

For the **Sales Financing segment**, an impairment test is carried out at least once a year or whenever there is an indication of loss of value, by comparing the book value and recoverable value of assets. Recoverable value is defined as the higher of fair value (less selling costs) and value in use. The value in use is based on a market approach, determined by using multiples for each group of cash-generating units made up of legal entities or groups of legal entities in the same country.

Impairment of investments in associates and joint ventures

Impairment tests of the value of investments in associates and joint ventures are carried out as soon as there is any indication of a loss of value, essentially significant adverse changes in the markets in which the company operates, or a major or long-term decline in stock market value.

Impairment tests are carried out in compliance with IAS 28 and IAS 36, by comparing the book value of the investment in the associate or joint venture with the recoverable value, which is the higher of value in use and fair value, less selling costs. The value in use is equal to the share of the present value of future estimated cash flows expected by the associate or joint venture. If the associate or joint venture is listed, the fair value is its stock market value.

When the recoverable value is lower than the book value, impairment equivalent to the difference is recorded against the relevant investment in an associate or joint venture, and included in the Group's income statement via the share in net income (loss) of associates and joint ventures.

2-N. Non-current assets or groups of assets and liabilities held for sale and discontinued operations

Assets and liabilities held for sale are non-current assets or groups of assets and liabilities that are available for immediate sale and are highly likely to be sold within twelve months due to advanced discussions with a known buyer.

Assets and groups of assets and liabilities held for sale are presented separately in the statement of consolidated financial position, in accordance with IFRS 5. They are stated at the lower of net book value and fair value less selling costs. No further depreciation or amortization is recorded on non-current assets that are classified as held for sale (or included in a group of assets and liabilities held for sale).

Discontinued operations, as defined by IFRS 5 – Non-current Assets Held for Sale and Discontinued Operations, are activities or geographical zones that are significant to the Group and are in the process of being sold or are classified as assets held for sale. The income statement and cash flow statement items relating to discontinued operations are presented on specific lines in the consolidated financial statements for all the periods presented.

2-O. Inventories

Inventories are stated at the lower of cost or net realizable value. Cost corresponds to acquisition cost or production cost, which includes direct and indirect production expenses and a share of manufacturing overheads, based on a forecast level of activity, and the results of any related hedges. The level of activity is forecast site by site, in order to determine the share of fixed costs to be excluded if the actual level of activity is lower.

Inventories of the Automotive segment and the Sales Financing segment are valued under the FIFO (First In First Out) method.

When the net realizable value is lower than the financial position value, impairment equal to the difference is recorded.

2-P. Assignment of receivables and reverse factoring

Receivables assigned to third parties (through securitization, discounting, or factoring) are removed from Group assets when the associated risks and benefits are also substantially transferred to the third parties in question. Risk analysis principally concerns the credit risk, the risk of late payment and the country risk. The same rule applies in the Automotive segment and the Sales Financing segment.

The Automotive segment sometimes uses reverse-factoring programs to support a supplier, or to benefit the Group by extending payment deadlines. In this case, the amounts concerned are reclassified as financial liabilities (this has no impact on the cash flow statement at the reclassification date). These amounts impact cash flows from financing activities in the cash flow statement when the payment is made to the financial institution.

2-Q. Treasury shares

Treasury shares are shares held for the purposes of stock option plans, performance share plans, other share-based payment arrangements, and the liquidity contract.

They are recorded at acquisition cost and deducted from Group shareholders’ equity until the date of sale.

When these shares are sold, the sale price is directly included in consolidated shareholders’ equity. Consequently, no gain or loss on treasury shares is included in the net income for the period.

2-R. Performance share plans attribution plans and other share-based payment agreements

The Group awards performance shares and other share-based payments made in Renault shares. The grant date is the date at which beneficiaries are informed of the decision to award shares, and the terms of the share plan. For plans subject to performance conditions, an estimate of achievement of the conditions is taken into account in determining the number of shares distributed. This estimate is reviewed annually based on changes in the probability of performance condition achievement. The final fair value of services rendered in return for performance shares is measured by reference to the fair value of those shares at their grant date. Entitlements to performance shares are valued based on the share value at the grant date less dividends expected during the vesting period. The share price volatility factor applied is implicit volatility at the grant date. The expected dividend is determined by reference to the dividend payout schedule announced at the time each plan is valued.

The total fair value calculated in this way is spread on a straight-line basis over the entire vesting period. This expense is included in personnel expenses, with a corresponding adjustment to consolidated reserves. When the performance shares vest, the cash amount received by the Group in settlement of the exercise price is booked in cash and cash equivalents, with a corresponding adjustment to consolidated reserves.

2-S. Pensions and other long-term employee benefit obligations

The Group’s payments for defined-contribution benefit plans are recorded as expenses for the relevant period.

For defined-benefit plans concerning post-employment benefits, the Group uses the Projected Unit Credit Method to determine the present value of its obligations. Under this method, benefits are attributed to periods of service according to the plan's benefit formula, principally on a straight-line basis over the years of service that earn benefit entitlements.

The future payments for employee benefits are measured on the basis of future salary increases, retirement age, mortality and length of employment with the company, and are discounted at a rate determined by reference to yields on long-term high quality corporate bonds of a duration corresponding to the estimated average duration of the benefit plan concerned.

The actuarial gains and losses resulting from revisions of the underlying assumptions and experience-based adjustments are included in other components of comprehensive income.

The net expense for the year, corresponding to the current period service cost plus the past service cost where relevant, is charged to the operating income (operating margin in the information by operating segment). The interest expense on the net defined-benefit liability (asset) is recorded in the net financial income and expenses.

2-T. Workforce adjustment measures

The estimated cost of workforce adjustment measures, which for accounting purposes is treated as an employee benefit, is covered by a provision over the estimated residual employment period of the employees concerned.

The cost of termination indemnities is recognized as soon as a detailed plan has either been announced or is in progress. The amount recorded is net of existing provisions for pensions.

2-U. Financial assets and receivables of the Sales Financing segment

The Group recognizes a financial asset when it becomes a party to the contractual provisions of a financial instrument.

Financial assets comprise investments in non-controlled companies in which Renault does not exercise significant influence, marketable securities, negotiable debt instruments, loans and derivative assets related to financial transactions (Note 2-X).

These instruments are presented as non-current assets, apart from those maturing within 12 months of the closing date, which are classified as current assets.

Investments in non-controlled companies in which Renault does not have significant influence

Investments in non-controlled companies in which Renault does not have significant influence are classified as equity instruments at fair value through profit and loss. The fair values of such financial assets are determined in priority by reference to the market price. If this is not possible, the Group uses a valuation method that is not based on market data.

Marketable securities and negotiable debt instruments

Short-term investments in the form of marketable securities and negotiable debt instruments are undertaken for the management of cash surpluses, but do not meet the requirements to qualify as cash equivalents. These are debt instruments carried at fair value through other components of comprehensive income, except for shares in investment funds (UCITS) which are carried at fair value through profit and loss.

Impairment equivalent to expected credit losses is booked upon initial recognition of debt instruments carried at fair value through other components of comprehensive income.

Loans

Loans essentially include loans for investment of cash surpluses and loans to associates.

Loans are carried at amortized cost. Impairment equivalent to expected credit losses is recognized upon initial recognition of the financial asset, and when there is objective evidence of loss of value caused by an event arising after the initial recognition.

2-V. Cash and cash equivalents

Cash includes cash on hand, current accounts and other demand deposits, with the exception of bank overdrafts, which are included in financial liabilities.

Cash equivalents are investments held for the purpose of meeting short-term cash commitments. For an investment to qualify as a cash equivalent, it must be considered as liquid, be readily convertible for a known amount of cash and be subject to an insignificant risk of change in value.

These instruments are stated at amortized cost except for shares in investment funds (UCITS) which are carried at fair value through profit and loss.

Bank accounts subject to restrictions due to sector-specific regulations (for example, banking or insurance regulations) or bank accounts allocated to increasing credit on securitized receivables are included in cash and cash equivalents.

2-W. Financial liabilities of the Automotive segment and Sales Financing debts

The Group recognizes a financial liability (for the Automotive segment) or a Sales Financing debt when it becomes a party to the contractual provisions of a financial instrument.

Financial liabilities and Sales Financing debts comprise redeemable shares, subordinated debt, bonds, other debts represented by a certificate, borrowings from credit institutions, lease liabilities (Note 2-L), other interest-bearing borrowings and derivative liabilities related to financial transactions (Note 2-X).

Redeemable shares of the Automotive segment are listed subordinated debt instruments that earn a variable return indexed on consolidated revenues. They are carried at amortized cost, determined by discounting forecast coupons using the effective interest rate on borrowings. The estimated effective interest rate takes account of indexation, and the amortized cost recorded in financial result is re-estimated when there is a significant change in future sales prospects, particularly when medium-term business plans are released.

Financial liabilities not concerned by specific hedge accounting methods (Note 2-X) are generally recorded at amortized cost using the effective interest rate method. financial expense calculated in this way includes issuance expenses and issuance or redemption premiums, together with the impact of debt renegotiations when the old and new terms are not substantially different.

2-X. Derivatives and hedge accounting

Measurement and presentation

Derivatives are initially stated at fair value. This fair value is subsequently reviewed at each closing date.

- The fair value of forward exchange contracts and currency swaps is determined by discounting future cash flows, using closing-date market rates (exchange and interest rates).
- The fair value of interest rate derivatives is the amount the Group would receive (or pay) to settle outstanding contracts at the closing date, taking into account interest rates forward curves and the quality of the counterparty to each contract at the closing date. This fair value includes accrued interest.
- The fair value of commodity derivatives is based on market conditions.

The Automotive segment's derivatives are reported in the financial position as current if they mature within 12 months and non-current otherwise. All Sales Financing segment derivatives are reported in the financial position as current.

Hedge accounting

The treatment of derivatives designated as hedging instruments depends on the type of hedging relationship:

- fair value hedge;
- cash flow hedge;
- hedge of a net investment in a foreign operation.

The Group identifies the hedging instrument and the hedged item as soon as the hedge is set up, and documents the hedging relationship, stating the hedging strategy, the risk hedged and the method used to assess the hedge's effectiveness. The Sales Financing segment documents hedging relationships concerning one or more homogeneous items to cover its risks. This documentation is subsequently updated such that the effectiveness of the designated hedge can be demonstrated.

Hedge accounting uses specific measurement and recognition methods for each category of hedge.

- Fair value hedges: the hedged item is adjusted to fair value up to the risk hedged and the hedging instrument is recorded at fair value. As changes in these items are recorded in the income statement simultaneously, only the ineffective portion of the hedge has an impact on net income. It is recorded in the same income statement item as changes in the fair value of the hedged item and the hedging instrument.
- Cash flow hedges: no adjustment is made to the value of the hedged item; only the hedging instrument is adjusted to fair value. Following this adjustment, the effective portion of the change in fair value attributable to the hedged risk is recorded, net of taxes, in other components of comprehensive income, while the ineffective portion is included in net income. The cumulative amount included in shareholders' equity is transferred to the income statement when the hedged item has an impact on net income.
- Hedge of a net investment in a foreign operation: the hedging instrument is adjusted to fair value. Following this adjustment, the effective portion of the change in fair value attributable to the hedged exchange risk is recorded, net of taxes, in other components of comprehensive income, while the ineffective portion is included in net income. The cumulative amount included in shareholders' equity is transferred to net income at the date of liquidation or sale of the investment. The interest rate component of borrowings in yen used to hedge the investment in Nissan is considered as the ineffective portion, and is therefore recorded directly in financial income and expenses.

Derivatives not designated as hedges

Changes in the fair value of derivatives not designated as hedges are recognized directly in financial income, except in the case of derivatives entered into exclusively for reasons closely related to business operations. In this case, changes in the fair value of derivatives are included in the operating income (operating margin in the information by operating segment).

Note 3 - Changes in the scope of consolidation and assets and liabilities held for sale

	Automotive	Sales Financing	Mobility Services	Total
Number of companies consolidated at December 31, 2022	**118**	**51**	**19**	**188**
Newly consolidated companies (acquisitions, formations, etc.)	10	5	8	23
Deconsolidated companies (disposals, mergers, liquidations, etc.)	15	2		17
Number of companies consolidated at December 31, 2023	**113**	**54**	**27**	**194**

3-A. Changes in the scope of consolidation

Automotive

In February 2023 the Group sold the fully-owned company Renault Nissan Bulgaria EAD for the value of €7.6 million, generating a gain on sale of €5 million.

In April 2023, Vehicle Distributors Australia Pty Ltd was liquidated. The Group had discontinued this entity's operations in 2021.

In May 2023, the Group sold its distribution company Renault Retail Group Italia, which operated in the Italian market, for the price of €11 million, generating a gain on sale of €7 million.

In July 2023, Renault Samara, which practised its business on Russian territory, was dissolved via a full business transfer to Renault sas.

On the 17th of July 2023 Renault sas signed a Framework Agreement with Jianxi Jiangling Group Electric Vehicle Co, Ltd (JMEV) and its co-shareholder Jiangling Motors Group Co (JMCG), notifying its intention to sell 50% of its stake in JMEV to JMCG. While awaiting approval from the local administrative authorities for this transfer of shares, a new governance arrangement for JMEV and its subsidiaries was set up, ending Renault Group's exclusive control over the entity. JMEV and its subsidiaries were deconsolidated. The shares are now carried at fair value through profit and loss and have been fully written down.

In July 2023, the Group acquired a 17.4% stake in Airnity, a supplier of networks and electronic communication services for the automotive sector, for €968 thousand. This company is accounted for under the equity method.

In August 2023, the internal services specialist Centro de Servicios in Colombia was liquidated. Its business activities have been taken over by the Colombian entity Sofasa.

In September 2023, Ampere Electricity sas was one of the founders of the joint venture Minth Electricity Technology sas, taking a 30% share for €15 million. Minth Electricity Technology is a specialist manufacturer of battery casings. This company is accounted for under the equity method.

In September 2023, Renault Group acquired a stake of approximately 35.4% in the capital of Arverne Group, and has a seat on its Board of Directors. This investment was made as part of a strategic partnership between Renault Group and the Arverne Group, following conclusion of a supply contract for battery-quality lithium extracted in the course of Arverne Group's geothermal activities.

On September 14, 2023, Verkor sas, consolidated under the equity method, announced that it had raised €850 million through a series C funding round, and the Group's percentage interest in the company decreased from 23.6% to 19.1% as of December 31st, 2023. A €15 million gain on dilution was recognised.

On November 1st, 2023, Renault sas' electric vehicle operations were transferred in a spin-off to the new company Ampere sas formed during the year. Ampere Holding sas, also formed in 2023, received from Renault sas the shares of Ampere Electricity sas, Ampere Cléon sas, Ampere Software Labs sas, Whylot sas and Verkor sas. These business transfers have no impact on the consolidation methods used by the Group for the entities concerned. In setting up the Ampere Group, the entities Société de Transmission Automatique SA, Maubeuge Construction Automobile sas et Renault Electricity sas were merged into Ampere Electricity sas (formerly SNC Douai) and in December 2023 the company Ingénierie de la Division des Véhicules Electriques (IDVE) was dissolved through a full business transfer to Ampere sas.

In November 2023, the Group sold its Irish operation Renault Ireland for the price of €29 million generating a gain on sale of €2 million.

In December 2023, Renault SA sold 211 million Nissan shares for a disposal price of €764 million. Its ownership percentage in Nissan changed from 43.6% to 40.6% (Note 12).

In September and December 2023, the Group of investors consisting of Otro Capital, RedBird Capital Partners and Maximum Effort Investments completed its €200 million investment in Alpine Racing Ltd (in the United Kingdom), acquiring a 24% share of the capital to support Alpine's growth strategy and Formula 1 sporting ambitions. Renault's percentage interest in Alpine Racing Ltd is now 76%.

Sales Financing

In June 2023 the Group finalised the sale of the Russian entity RN Bank to AVTOVAZ for RUB 7 billion (€76 million). RN Bank was a 30% owned entity accounted for under the equity method. In August 2023, LLC RNL Leasing, which handled leases on the Russian market, was also sold for RUB 750 million, generating a loss of €(6) million.

In November 2023, RCI Bank UK Ltd acquired 36.6% de Select Vehicle Group Holdings Ltd, to launch SELECT LEASE by MOBILIZE, a new brand for the UK vehicle leasing market. This entity is accounted for under the equity method.

In late 2022, two new subsidiaries were formed: Mobilize Insurance, specialising in vehicle insurance for the European market through an insurance platform that takes vehicle usage into account, and Mobilize Lease&Co sas in France, a company dedicated to long-term leases and development of usage-based solutions, including fleet management services using vehicle connectivity. Both these companies are fully consolidated from January 1, 2023.

In May 2023, Mobilize Lease&Co Ltd, was set up in the United Kingdom and This long-term leasing subsidiary is fully consolidated in 2023.

Bipi Mobility GmbH, a German subsidiary specialising in flexible vehicle leasing, was set up on January 23rd, 2023 and is fully consolidated.

Mobility Services

On July 28th, 2023, iCabbi Ireland acquired the entire capital of Javelin Payments Limited in Ireland and in the United Kingdom, for the price of €2 million. These two companies are fully consolidated.

In December 2023, Renault MAI acquired 50% of the shares of Car Sharing Mobility and thus became its sole shareholder. The company is fully consolidated as of that date.

Discontinued operations in 2022

In May 2022 the Group sold its investments in Renault Russia and Lada Auto Holding (the parent company of AVTOVAZ).

The contribution by these entities to the financial statements was reported as results of discontinued operations, in accordance with IFRS 5. The net income from discontinued operations amounted to €(2,320) million as of December 31st, 2022.

There was no change in 2023 in the value of contributions classified as IFRS 5 Discontinued Operations at the end of 2022.

3-B. Non-current assets (liabilities) held for sale

At the Capital Market Day on November 8, 2022, Renault Group announced the signature of a framework agreement with the Geely Group for creation of a new worldwide entity to develop, manufacture and supply low-emission and hybrid engines and powertrains. The framework agreement stipulates that Renault Group and Geely will each hold 50% of the shares in this new venture. The relevant assets and liabilities held for sale, grouped under the name Horse, will be deconsolidated during the first half of 2024. The Group stopped recording depreciation and amortisation on these tangible and intangible assets from November 8th, 2022, the date of their reclassification as assets held for sale.

In application of its strategic plan "Renaulution", the Group started to sell certain real estate assets (land, industrial sites), branches (in France) and vehicle distribution subsidiaries (outside of France). Most of these operations had been finalised by December 31st, 2023 (Note 3-A).

The plan to sell the buildings at the Guyancourt Technocentre site, which were classified as assets held for sale in the financial statements as of June 30th, 2022 at the net book value of €322 million, has been suspended in view of unfavourably changing market conditions. These assets have therefore been reclassified as property, plant and equipment, and back depreciation of €(46) million was recognised as of December 31st, 2023.

The reclassification of these assets held for sale and the associated liabilities is reflected in other changes in the relevant notes.

(€ million)	December 31, 2023	*Including Horse*	December 31, 2022	*Including Horse*
Intangible assets and goodwill	962	962	795	795
Tangible assets	2,295	2,290	2,537	2,166
Inventories	366	366	418	338
Cash and cash equivalents	91	91	23	8
Other	308	198	88	71
Total assets held for sale	**4,022**	**3,907**	**3,861**	**3,378**
Total liabilities associated with assets held for sale	**(1,075)**	**(1,075)**	**(873)**	**(841)**
Including financial liabilities	*(37)*	*(37)*	*(129)*	*(102)*

6.3. Consolidated income statement

Note 4 - Revenues

4-A. Breakdown of revenues

(€ million)	2023	2022 [1]
Sales of goods - Automotive segment	**42,154**	**37,684**
Sales to partners of the Automotive segment	**4,028**	**3,130**
Rental income on leased assets [2]	674	842
Sales of other services	1,294	1,465
Sales of services - Automotive segment	**1,968**	**2,307**
Sales of goods - Sales Financing segment	**17**	**23**
Rental income on leased assets [2]	194	141
Interest income on Sales Financing receivables	2,880	1,983
Sales of other services [3]	1,090	1,025
Sales of services - Sales Financing segment	**4,164**	**3,149**
Sales of services - Mobility Services segment	**45**	**35**
Total Revenues	**52,376**	**46,328**

(1) *The 2022 figures include restatements following the first application of IFRS 17 "Insurance contracts" in 2023 (Note 2-A).*
(2) *Rental income recorded by the Group on vehicle sales with a buy-back commitment or fixed asset rentals.*
(3) *Mainly income on services comprising insurance, maintenance, and replacement vehicles under a financing contract or otherwise.*

4-B. 2022 revenues applying 2023 scope and methods

(€ million)	Automotive	Sales Financing	Mobility Services	Total
2022 revenues [1]	**43,121**	**3,172**	**35**	**46,328**
Changes in the scope of consolidation	(48)	2	4	(42)
2022 revenues applying 2023 scope and methods	**43,073**	**3,174**	**39**	**46,286**
2023 revenues	**48,150**	**4,181**	**45**	**52,376**

(1) *The 2022 figures include restatements following the first application of IFRS 17 "Insurance contracts" in 2023 (Note 2-A).*

Note 5 - Other income and expenses included in the operating margin, by nature

5-A. Personnel expenses

Personnel expenses amount to €5,896 million in 2023 (€5,661 million in 2022, adjusted in application of IFRS 5 due to the discontinued operations in the Russian Federation).

Details of pensions and other long-term employee benefit expenses are presented in Note 19.

Share-based payments concern performance share plans and other share-based payment arrangements awarded to personnel. They amounted to a personnel expense of €76 million for 2023 (€65 million in 2022).

The plan valuation method is presented in Note 18-G.

5-B. Foreign exchange gains/losses

In 2023, the operating income includes a net foreign exchange expense of €111 million, mainly related to movements in the Argentinian peso and Turkish lira (compared to a net foreign exchange expense of €36 million in 2022 mainly related to movements in the Argentinian peso and Turkish lira).

5-C. Lease payments

At December 31, 2023, lease payments in the statement of financial position that are not adjusted under IFRS 16 because they relate to non-material or short-term leases are as follows:

(€ million)	December 31, 2023	December 31, 2022
Lease payments for short-term leases	(11)	(8)
Lease payments for leases of low-value assets	(20)	(21)
Other lease payments including variable lease payments	(67)	(64)

Note 6 - Other operating income and expenses

(€ million)	2023	2022
Restructuring and workforce adjustment costs	(389)	(354)
Gains and losses on total or partial disposal of businesses or operating entities, and other gains and losses related to changes in the scope of consolidation	(790)	(14)
Gains and losses on disposal of property, plant and equipment and intangible assets (except leased asset sales)	228	178
Impairment of property, plant and equipment, intangible assets and goodwill (excluding goodwill of associates and joint ventures)	(501)	(257)
Other unusual items	(180)	68
Total	**(1,632)**	**(379)**

6-A. Restructuring and workforce adjustment costs

Restructuring and workforce adjustment costs in 2023 principally concern France (€(316) million). They relate to the plan to reduce fixed costs announced on May 29, 2020 and cover employee departure plans, fees and other expenses relating to Renaulution plan projects, and the Group's digital transformation.

In 2022, these costs principally concerned France (€(174) million), Germany (€(81) million), Romania (€(36) million), and Spain (€(19) million), and were incurred under the same plan to reduce fixed costs announced in 2020 (particularly for restructuring plans in Romania and Spain).

6-B. Gains and losses on disposal of businesses or operating entities

The result from the disposal of activities or operational interests in 2023 primarily includes the loss on the sale of Nissan shares in December 2023 amounting to €(880) million. These shares, sold for €764 million, represent a proportion of equity-method investments of €(1 536) million, a goodwill adjustment of €(40) million, €67 million of neutralization of Renault's share in Nissan and conversion reserves of €(135) million.

It also includes a disposal result of €60 million related to the deconsolidation of the JMEV company and its subsidiaries, and a charge of €(14) million on the sale of RNL Leasing shares, along with various gains on the disposal of European subsidiaries.

In 2022, the Group recorded a gain of €26 million on the sale of its investment in Renault Nordic AB, the distribution company which operates in the Swedish and Danish markets, to a local importer. In the second half 2022, costs associated with the sale of Fonderie de Bretagne were recognized at the total amount of €(57) million.

6-C. Gains and losses on disposal of property, plant and equipment and intangible assets

The Group undertook real estate operations during 2023 that generated a gain of €228 million, principally in France with sales of land and industrial sites.

The Group undertook real estate operations in 2022 that generated a gain of €178 million, principally including the sale of a logistic warehouse and a real estate property in France generating a gain of €97 million, and sales of various real estate complexes in France and Europe, generating a gain of €98 million.

6-D. Impairment of fixed assets and goodwill (excluding goodwill of associates and joint ventures)

In 2023, impairment of €(501) million was recorded, including €(474) million on vehicles developments and specific production assets. No impairment was reversed during 2023.

In 2022, impairment amounting to €(257) million net of reversals was recorded, principally recognized on excess production capacity assets in China. No impairment was recorded in the first-half of 2022.

6-E. Other unusual items

Other unusual items in 2023 generated a net expense of €(180) million. These items mainly include €(104) million for reorganization of the business activities in India and €(68) million relating to onerous contracts, due to lower purchase volumes.

In 2022, the partial resumption of business activity in Algeria, which had been halted in 2020 following decisions by the Algerian government, led to recovery of €19 million.

Note 7 - Financial income (expenses)

(€ million)	2023	2022
Cost of gross financial indebtedness	(326)	(349)
Income on cash and financial assets	414	168
Cost of net financial indebtedness	**88**	**(181)**
Dividends received from companies that are neither controlled nor under significant influence	1	2
Foreign exchange gains and losses on financial operations	86	74
Gain/Loss on exposure to hyperinflation (1)	(470)	(292)
Net interest expenses on the defined-benefit liabilities and assets corresponding to pension and other long-term employee benefit obligations	(42)	(21)
Other (2)	(190)	(68)
Other financial income and expenses	**(615)**	**(305)**
Financial income (expense)	**(527)**	**(486)**

(1) *The loss on exposure to hyperinflation relates to Group entities in Argentina.*
(2) *Other items mainly comprise the effects of the +€1 million adjustment of the amortized cost of the State-guaranteed credit facility (+€29 million at December 31, 2022), expenses on assignment of receivables, bank commissions, discounts and late payment interest.*

The net cash position (or net financial indebtedness) of the Automotive segment is presented in the information by operating segment (see section 6.1.A4).

Note 8 - Current and deferred taxes

As Renault SA elected to determine French income taxes under the domestic tax consolidation regime when it was formed, this is the regime applicable to the Group in which Renault SA is taxed in France.

The Renault Group also applies other optional tax consolidation systems in Germany, Spain, Romania, the Netherlands and the UK.

8-A. Current and deferred taxes

(€ million)	2023	2022 (1)
Current income taxes	(844)	(561)
Deferred tax income (charge)	321	37
Current and deferred taxes	**(523)**	**(524)**

(1) The 2022 figures include restatements following the first application of IFRS 17 "Insurance contracts" in 2023 (Note 2-A).

In 2023, €(266) million of the current income tax charge comes from French entities and from foreign entities for €(578) million (respectively €(61) million and €(500) million for year-end 2022). This charge increased in 2023, due to the favorable taxable income linked to the Group's economic activity.

The change in deferred taxes stood at €321 million and rose sharply in 2023 due to various tax reversal effects. This change comes from French entities for €187 million and from foreign entities for €134 million.

8-B. Breakdown of the tax charge

(€ million)	2023	2022 (1)
Income before taxes and share in net income of associates and joint ventures (2)	**2,838**	**1,705**
Statutory income tax rate in France	25.83%	25.83%
Theoretical tax income (charge)	**(733)**	**(440)**
Effect of differences between local tax rates and the French rate (3)	35	11
Tax credits	53	26
Distribution taxes	(56)	(36)
Change in unrecognized deferred tax assets	31	(391)
Other impacts	205	346
Current and deferred tax income (charge) excluding taxes based on interim taxable profits	**(465)**	**(484)**
Taxes based on interim taxable profits	(58)	(40)
Current and deferred tax income (charge)	**(523)**	**(524)**
Effective tax rate	**18%**	**31%**

(1) The 2022 figures include restatements following the first application of IFRS 17 "Insurance contracts" in 2023 (Note 2-A).
(2) *The gain of loss on the sale of Nissan shares classified in other operating income and expenses for €(880) million (Note 6-B) is excluded from the* ***Income before taxes and share in net income of associates and joint ventures.***
(3) The main contributors to the tax rate differential are Malta, Romania and Turkey.

French tax consolidation group

For the French tax consolidation group, the effective tax rate for 2023 was 14% (not relevant in 2022). The current tax charge amounts to €(266) million, reflecting mainly the improvement in taxable income. The deferred tax charge amounts to €187 million.

Entities not in the French tax consolidation group

The effective tax rate for non-French entities was 19% in 2023 (17% for 2022) due to the higher taxable income achieved in a more favourable economic context, and the non-recognition of deferred taxes on tax losses.

8-C. Changes in current tax liabilities, current tax receivables and provisions for uncertain tax liabilities

(€ million)	December 31, 2022	Current taxes in the income statement	Net taxes paid	Translation adjustment and other	December 31, 2023
Current taxes excluding uncertain tax positions		(804)	804		
Provisions for uncertain tax liabilities – short- term	(21)	-	-	1	(20)
Provisions for uncertain tax liabilities – long-term	(234)	(40)	41	(3)	(236)
Tax receivables – short-term	154		288	(218)	224
Tax receivables – long-term	23		3	-	26
Current tax liabilities – short-term	(312)		(267)	220	(359)
Current tax liabilities – long-term	-		-	-	-
TOTAL	**(390)**	**(844)**	**869**	**-**	**(365)**

8-D. Breakdown of net deferred taxes

8-D1. Change in deferred tax assets and liabilities

(€ million)	December 31, 2022 [1]	Income statement	Other components of comprehensive income	Translation adjustments	Other	December 31, 2023
Deferred tax assets	593	234	(28)	(24)	(105)	670
Deferred tax liabilities	(1,102)	87	59	19	20	(917)
Net deferred taxes	**(509)**	**321**	**31**	**(5)**	**(85)**	**(247)**
French tax consolidation group	*(816)*	*187*	*30*	*(0)*	*(77)*	*(676)*
Other entities	*307*	*134*	*1*	*(5)*	*(8)*	*429*

(1) The 2022 figures include restatements following the first application of IFRS 17 "Insurance contracts" in 2023 (Note 2-A).

8-D2. Breakdown of net deferred tax assets (liabilities) by nature

(€ million)	2023	2022 [1]
Deferred taxes on:		
Investments in associates and joint ventures [2]	(148)	(147)
Fixed assets	(1,774)	(1,857)
Provisions and other expenses or valuation allowances deductible upon utilization	512	477
Loss carryforwards [3]	5,148	5,365
Other items	553	215
NET DEFERRED TAX ASSETS (LIABILITIES)	**4,291**	**4,053**
Unrecognized deferred tax assets related to tax losses (Note 8-D3)	(4,414)	(4,448)
Other unrecognized deferred tax assets	(124)	(114)
NET DEFERRED TAX ASSETS (LIABILITIES) REPORTED	**(247)**	**(509)**

(1) The 2022 figures include restatements following the first application of IFRS 17 "Insurance contracts" in 2023 (Note 2-A).
(2) Including tax on future dividend distributions.
(3) Including €4,634 million for the French tax consolidation group entities and €514 million for other entities at December 31, 2023 (€4,802million and €563 million respectively at December 31, 2022).

The residual unrecognized deferred tax assets of entities included in the French tax consolidation group amounted to €3,958 million (€3,909 million at December 31, 2022). They comprise tax losses that can be carried forward indefinitely to set against future taxable income up to a limit of 50% of that income. €279 million of these unrecognized assets were generated by items booked through shareholders' equity (effects of the partial hedge of the investment in Nissan), and €3,679 million were generated by items affecting the income statement (respectively €209 million and €3,700 million at December 31, 2022).

For entities not in the French tax consolidation group, unrecognized deferred tax assets totalled €580 million at December 31, 2023 (€653 million at December 31, 2021) principally comprising tax loss carryforwards generated by the Group in Brazil and India.

8-D3. Breakdown of deferred taxes on tax losses by expiry date

Unrecognized loss carryforwards represent a potential tax saving of €4,293 million at December 31, 2023.

(€ million)	December 31, 2023			December 31, 2022		
Deferred taxes on:	Recognized	Unrecognized	Total	Recognized	Unrecognized	Total
Tax losses that can be carried forward indefinitely [1]	709	4,253	4,962	899	4,333	5,232
Tax losses expiring in more than 5 years		18	18	-	54	54
Tax losses expiring in between 1 and 5 years	21	83	104	14	51	65
Tax losses expiring within 1 year	4	60	64	4	10	14
TOTAL DEFERRED TAXES ON TAX LOSSES OF THE GROUP	**734**	**4,414**	**5,148**	**917**	**4,448**	**5,365**

(1) Including recognized and unrecognized deferred taxes corresponding to tax loss carryforwards of entities included in the French tax consolidation group which amount to €676 million and €3,958 million respectively at December 31, 2023 (€893 million and €3,909 million respectively at December 31, 2022) (Note 8-D2).

The tax losses presented above do not reflect the consequences of ongoing tax litigation not booked. Contingent liabilities resulting from notified tax reassessments are presented in Note 28-A.

8-E. Global Minimum Corporate Tax

France's 2024 Finance Law introduced a "Pillar 2" minimum level of corporate tax initially proposed in the OECD's international taxation reform. This will apply to Renault SA from 2024.

Its aim is to establish a global minimum corporate tax rate of 15% by introducing an additional "top-up tax".

The Group is currently examining the implementation of this measure, paying particular attention to the following countries where it does a large amount of business and its corporate tax could be lower than the minimum tax rate: Romania, Malta and Turkey.

Note 9 - Basic and diluted earnings per share

(thousands of shares)	2023	2022
Shares in circulation	295,722	295,722
Treasury shares	(5,684)	(4,253)
Shares held by Nissan x Renault's share in Nissan	(19,029)	(19,372)
Number of shares used to calculate basic earnings per share	**271,009**	**272,097**

The number of shares used to calculate the basic earnings per share is the weighted average number of ordinary shares in circulation during the period, i.e. after neutralization of treasury shares and Renault shares held by Nissan.

(thousands of shares)	2023	2022
Number of shares used to calculate basic earnings per share	271,009	272,097
Dilutive effect of stock options, performance share rights and other share-based payments	4,132	2,154
Number of shares used to calculate diluted earnings per share	**275,141**	**274,251**

The number of shares used to calculate the diluted earnings per share is the weighted average number of ordinary shares potentially in circulation during the period, i.e. the number of shares used to calculate the basic earnings per share plus the number of rights to performance shares awarded under plans that have a potential dilutive effect which fulfil the performance conditions at the reporting date when issuance is conditional (Note 18-G).

6.4. Operating assets and liabilities, shareholders' equity

Note 10 - Intangible assets and property, plant and equipment

10-A. Intangible assets and goodwill

10-A1. Changes in intangible assets and goodwill

Changes in 2023 in intangible assets were as follows:

(€ million)	December 31, 2022	Acquisitions / (amortization and impairment)	(Disposals) / reversals	Translation adjustment	Change in scope of consolidation and other	December 31, 2023
Capitalized development expenses	11,947	1,316	235	(11)	(340)	13,147
Goodwill	303	-	-	-	(21)	282
Other intangible assets	1,473	49	(20)	(11)	13	1,504
Intangible assets, gross	**13,723**	**1,365**	**215**	**(22)**	**(348)**	**14,933**
Capitalized development expenses	(7,972)	(1,140)	(235)	10	164	(9,173)
Goodwill	(30)	-	-	-	10	(20)
Other intangible assets	(1,021)	(97)	19	1	(16)	(1,114)
Amortization and impairment	**(9,023)**	**(1,237)**	**(216)**	**11**	**158**	**(10,307)**
Capitalized development expenses	3,975	176	-	(1)	(176)	3,974
Goodwill	273	-	-	-	(11)	262
Other intangible assets	452	(48)	(1)	(10)	(3)	390
Intangible assets, net	**4,700**	**128**	**(1)**	**(11)**	**(190)**	**4,626**

Most goodwill is located in Europe.

Acquisitions of intangible assets in 2023 include €1,316 million of self-produced assets and €49 million of purchased assets (respectively €1,137 million and €300 million in 2022).

In 2023, amortization and impairment of intangible assets include €290 million of impairment concerning vehicles (including components), compared to €41 million of impairment in 2022 (Note 6-D).

Disposals mainly concern disinvestment of capitalized developments that are no longer in use.

Changes in 2022 in intangible assets were as follows:

(€ million)	Gross value	Amortization and impairment	Net value
Value at December 31, 2021	**16,433**	**(10,035)**	**6,398**
Acquisitions (Note 26-C) / (amortization and impairment) [1]	1,437	(2,275)	(838)
(Disposals) / reversals	(1,077)	1,073	(4)
Translation adjustment	376	(475)	(99)
Change in scope of consolidation and other	(3,446)	2,689	(757)
Value at December 31, 2022	**13,723**	**(9,023)**	**4,700**

(1) Including impairment of €(41) million concerning intangible assets.

10-A2. Research and development expenses included in income

(€ million)	2023	2022
Research and development expenses	(2,582)	(2,259)
Capitalized development expenses	1,316	1,110
Amortization of capitalized development expenses	(878)	(976)
Total included in income	**(2,144)**	**(2,125)**

Research and development expenses are reported net of research tax credits for the vehicle development activity.

The increase in research and development expenses and capitalized development expenses in 2023 in Europe is explained by renewal and electrification of the C segment range (Espace, Rafale and Austral), light commercial vehicles, and electric and hybrid engines. Internationally, this increase was mainly due to renewal of the Global Access range in Romania and Brazil, and the relaunch of the Korean range.

Amortization of capitalized development expenses is lower than in 2022 and lower than the amount of capitalized expenses in 2023, notably because amortization is no longer recognized on development expenses incurred for the Horse project powertrain activities classified as Assets held for sale (€145 million).

10-B. Property, plant and equipment

Changes in 2023 in property, plant and equipment were as follows:

(€ million)	December 31, 2022	Acquisitions / (depreciation and impairment)	(Disposals) / reversals	Translation adjustment	Change in scope of consolidation and other	December 31, 2023
Land	454	6	(14)	(5)	39	480
Buildings	5,126	54	(195)	(133)	(1,677)	3,175
Specific tools	15,685	601	(1,088)	(240)	2,592	17,550
Machinery and other tools	11,361	255	(504)	(178)	920	11,854
Fixed assets leased to customers	5,220	1,421	(1,177)	17	43	5,524
Other tangibles	948	124	(123)	(24)	(119)	806
Right-of-use assets	896	173	(49)	2	(1)	1,021
- *Land*	*5*	-	-	-	-	*5*
- *Buildings*	*839*	*170*	*(47)*	*2*	-	*964*
- *Other assets*	*52*	*3*	*(2)*	-	*(1)*	*52*
Construction in progress [1]	1,052	659	-	(7)	94	1,610
Gross value	**40,742**	**3,293**	**(3,150)**	**(568)**	**1,703**	**42,020**
Land						
Buildings	(3,892)	(201)	176	106	1,189	(2,622)
Specific tools	(13,596)	(872)	1,039	226	(2,301)	(15,504)
Machinery and other tools	(8,596)	(365)	504	163	(512)	(8,806)
Fixed assets leased to customers	(1,607)	(269)	260	(2)	(4)	(1,622)
Other tangibles	(872)	(100)	118	62	75	(717)
Right-of-use assets	(395)	(127)	23	-	1	(498)
- *Land*	*(3)*	-	-	-	*1*	*(2)*
- *Buildings*	*(361)*	*(122)*	*23*	-	*(1)*	*(461)*
- *Other assets*	*(31)*	*(5)*	-	-	*1*	*(35)*
Construction in progress	(79)	(14)	-	6	87	-
Depreciation and impairment [2]	**(29,037)**	**(1,948)**	**2,120**	**561**	**(1,465)**	**(29,769)**
Land	454	6	(14)	(5)	39	480
Buildings	1,234	(147)	(19)	(27)	(488)	553
Specific tools	2,089	(271)	(49)	(14)	291	2,046
Machinery and other tools	2,765	(110)	-	(15)	408	3,048
Fixed assets leased to customers	3,613	1,152	(917)	15	39	3,902
Other tangible	76	24	(5)	38	(44)	89
Right-of-use assets	501	46	(26)	2	-	523
- *Land*	*2*	-	-	-	*1*	*3*
- *Buildings*	*478*	*48*	*(24)*	*2*	*(1)*	*503*
- *Other assets*	*21*	*(2)*	*(2)*	-	-	*17*
Construction in progress [1]	973	645	-	(1)	(7)	1,610
Net value	**11,705**	**1,345**	**(1,030)**	**(7)**	**238**	**12,251**

(1) *Items classified as "construction in progress" are transferred to completed asset categories via "acquisitions / (depreciation and impairment)".*
(2) *Depreciation and impairment in 2023 include impairment of €211 million, principally in respect of specific production assets relating to an electric vehicle (Note 6-D).*

Changes in property, plant and equipment in 2022 were as follows:

(€ million)	Gross value	Depreciation and impairment	Net value
Value at December 31, 2021	**49,847**	**(33,680)**	**16,167**
Acquisitions / (depreciation and impairment) [1]	2,794	(3,522)	(728)
(Disposals) / reversals	(2,770)	1,605	(1,165)
Translation adjustments	502	(578)	(76)
Change in scope of consolidation and other	(9,631)	7,138	(2,493)
Value at December 31, 2022	**40,742**	**(29,037)**	**11,705**

(1) *Including €(216) million of impairment on property, plant and equipment.*

Note 11 - Impairment tests on fixed assets

The Group carried out impairment tests on its fixed assets under the approach described in the section on accounting policies (Note 2-M).

11-A. Impairment tests on vehicle-specific assets (including components) and the assets of certain entities

Following impairment tests of specific assets dedicated to vehicles (including components) and assets belonging to certain entities €501 million of impairment was booked in 2023 in respect of fixed assets (developments, specific tools and vacant buildings), comprising €285 million for intangible assets and €216 million on tangible assets. In 2022, impairment tests led to recognition of €246 million of impairment, comprising €(41) million for intangible assets and €(205) million for property, plant and equipment.

11-B. Impairment test of the Automotive segment cash-generating unit

The recoverable value used for the purpose of impairment tests for the Automotive segment is the value in use, determined under the discounted future cash flow method on the basis of the following assumptions:

	December 31, 2023	December 31, 2022
Growth rate to infinity	1.0%	1.0%
After-tax discount rate	11.6%	11.6%

The assumptions used for impairment testing at December 31, 2023 are derived from the medium-term plan for the period 2024-2027, which was presented in January 2021, and updated in late 2023 for presentation to the Leadership Team. The forecasts include assumptions that incorporate the negative effects of inflation and the worsening of climate risks.

The growth rates to infinity used in the tests at December 31, 2023 and 2022 include the impacts of commitments made by the States that are signatories to the Paris Agreement on climate change.

At December 31, 2023, no impairment was recognized on assets of the Automotive segment as a result of the impairment test, and it was considered that a reasonably possible change in the main assumptions used should not result in a recoverable value lower than the book value of the assets tested.

The recoverable value of the assets tested would remain higher than the book value in the event of the following changes in those assumptions:

- A growth rate to infinity of 0%.
- An after-tax discount rate of 12.5%.

Note 12 - Investment in Nissan

Renault Group's investment in Nissan in the income statement and financial position:

(€ million)	2023	2022
Consolidated income statement		
Share in net income (loss) of associates accounted for by the equity method	797	526
Consolidated financial position		
Investments in associates accounted for by the equity method	15,667	17,487

12-A. Nissan consolidation method

On November 8, 2023, the New Alliance Agreement between Renault Group and Nissan took effect. Under the terms of this new agreement, Renault transferred 28.4% of Nissan shares (out of its 43.4% stake) into a French trust, which will exercise its voting rights neutrally, subject to certain exceptions. Renault Group continues to fully benefit from the economic rights (to dividends and proceeds of share sales) attached to the Nissan shares held by the trust until they are sold. Renault Group may sell the entrusted Nissan shares, but it has no obligation to do so within a specific pre-determined period. Any such sale must follow a process organized and coordinated with Nissan that gives Nissan or a designated third-party the right of first refusal.

On December 13, 2023, Renault SA instructed the trust to sell Nissan 211 million of Nissan shares at the price of €3.62 per share, giving a total of €764 million. As Nissan canceled-these shares, Renault's percentage interest in Nissan is now 40.6%. In the Renault Group's financial statements, this rebalancing operation is reflected in a loss of €(880) million classified as Other operating income and expenses. This comprises a €(745) million loss on the shares, and the reclassification of €(135) million of foreign exchange losses previously included in the translation adjustment reserve.

As of December 31, 2023, Renault SA holds a 15.8% interest in the capital of Nissan. 24.8% is held by the trust of which Renault SA is the beneficiary. The Renault Group has two seats on the Board of Directors of Nissan and is represented by Mr. Jean-Dominique Senard, Chairman of the Board, and Mr. Pierre Fleuriot, lead independent director of Renault Group.

In view of the above information, Renault Group is considered to exercise significant influence over Nissan, and therefore uses the equity method to include its investment in Nissan in the consolidation.

12-B. Changes in the investment in Nissan as shown in Renault Group's statement of financial position

	Share in net assets				
(€ million)	Before neutralization	Neutralization proportional to Nissan's investment in Renault [1]	Net	Goodwill	Total
At December 31, 2022	**17,803**	**(974)**	**16,829**	**658**	**17,487**
2023 net income	797	-	797	-	797
Dividend distributed	(172)	-	(172)	-	(172)
Translation adjustment	(1,012)	-	(1,012)	(66)	(1,078)
Other changes [2]	(1,394)	67	(1,327)	(40)	(1,367)
At December 31, 2023	**16,022**	**(907)**	**15,115**	**552**	**15,667**

(1) Nissan has held 44,358 thousand Renault SA shares since 2002, an ownership interest of about 15%. The neutralization is historically based on Renault SA's percentage Holding in Nissan.

(2) Other changes include the change in actuarial gains and losses on pension obligations, the change in the financial instrument revaluation reserve and the change in Nissan treasury shares, as well as the dilutive and accretive effects of the purchase and cancellation of 211 million Nissan shares for an amount of (€1,509) million .

12-C. Changes in Nissan equity restated for the purposes of the Renault Group consolidation

The Nissan accounts included under the equity method in Renault Group's financial statements are Nissan's consolidated accounts published in compliance with Japanese accounting standards (as Nissan is listed on the Tokyo Stock Exchange), after adjustments for the requirements of the Renault Group consolidation under IFRS standards.

Nissan publishes consolidated financial statements quarterly, and annually at March 31. For the purposes of the Renault Group consolidation, Nissan results are included in line with the Renault Group calendar (the results for the period January to December are consolidated in Renault Group's annual financial statements). Since Nissan's financial year ends at March 31, the Nissan net income included in the 2023 Renault Group consolidation is the sum of Nissan's net income for the final quarter of its 2022 financial year and the first three quarters of its 2023 financial year.

Nissan held 0.5% of its own treasury shares at December 31, 2023 (0.6% at December 31, 2022). Consequently, Renault SA's percentage interest in Nissan is 40.6% (43.7% at December 31, 2022). Renault SA held 15% of voting rights in Nissan at December 31, 2023 (43.7% at December 31, 2022).

(¥ billion)	December 31, 2022	2023 net income	Dividends	Translation adjustment	Other changes [1]	December 31, 2023
Shareholders' equity – Parent-company shareholders' share under Japanese GAAP	**5,072**	**432**	**(59)**	**324**	**(135)**	**5,634**
Restatements for compliance with IFRS:						
Provision for pension and other long-term employee benefit obligations	(12)	(38)	-	3	113	66
Capitalization of development expenses	599	71	-	2	-	672
Deferred taxes and other restatements	(82)	(162)	-	11	(26)	(259)
Net assets restated for compliance with IFRS	**5,577**	**303**	**(59)**	**340**	**(48)**	**6,113**
Restatements for Renault Group requirements [2]	159	(36)	(4)	(46)	(23)	50
Net assets restated for Renault Group requirements	**5,736**	**267**	**(63)**	**294**	**(71)**	**6,163**
(€ million)						
Net assets restated for Renault Group requirements	**40,775**	**1,811**	**(395)**	**(2,327)**	**(443)**	**39,421**
Renault SA's percentage interest	43.7%					40.6%
Renault Group's share (before neutralization effect described below)	17,803	797	(172)	(1,012)	(1,394)	16,022
Neutralization of Nissan's investment in Renault Group [3]	(974)				67	(907)
Renault Group's share in the net assets of Nissan	**16,829**	**797**	**(172)**	**(1,012)**	**(1,327)**	**15,115**

(1) Other changes include the change in actuarial gains and losses on pension obligations, the change in the financial instrument revaluation reserve and the change in Nissan treasury shares.

(2) Restatements for Renault Group requirements include elimination of Nissan's investment in Renault accounted for under the equity method and historically correspond to revaluation of fixed assets by Renault for the acquisitions undertaken between 1999 and 2002.

(3) Nissan has held 44,358 thousand shares in Renault SA since 2002, an ownership interest of about 15%. The neutralization is based on Renault SA's percentage Holding in Nissan.

12-D. Nissan net income under Japanese GAAP

Since Nissan's financial year ends at March 31, the Nissan net income included in the 2023 Renault Group consolidation is the sum of Nissan's net income for the final quarter of its 2022 financial year and the first three quarters of its 2023 financial year.

	January to March 2023		April to June 2023		July to September 2023		October to December 2023		January to December 2023	
	Fourth quarter of Nissan's 2022 financial year		First quarter of Nissan's 2023 financial year		Second quarter of Nissan's 2023 financial year		Third quarter of Nissan's 2023 financial year		Reference period for Renault's consolidated	
	(¥ billion)	*(€ million)*	*(¥ billion)*	*(€ million)*	*(¥ billion)*	*(€ million)*	*(¥ billion)*	*(€ million)*	*(¥ billion)*	*(€ million)*
Net income –Parent-company shareholders' share	107	753	105	705	191	1,213	29	183	432	2,854

12-E. Hedging of the investment in Nissan

The Group has partially hedged the yen/euro exchange risk on its investment in Nissan since 1999. Details of this hedge are given in Note 25-B2.

At December 31, 2023, the corresponding hedging operations totalled ¥199.9 billion (€1,279 million) of private placements in bonds issued directly in yen on the Japanese Samurai bond market.

In 2023 foreign exchange differences generated an favourable effect of €247 million (unfavourable effect of €25 million in 2022).

12-F. Valuation of Renault Group's investment in Nissan at stock market prices

Based on the quoted price at December 31, 2023 of ¥554 per share, Renault Group's investment in Nissan is valued at €5,744 million (€5,444 million at December 31, 2022 based on the price of ¥418 per share).

12-G. Impairment test of the investment in Nissan

At December 31, 2023, the stock market value of the investment was 63.3% lower than the value of Nissan in Renault Group's statement of financial position (68.9% at December 31, 2022).

An impairment test was carried out at December 31, 2023 using the following assumptions:

- An after-tax discount rate of 8.32% (7.73% at December 31, 2022)
- A growth rate to infinity (including the effect of inflation) of 1.61% (1.42% at December 31, 2022)
- A terminal value was calculated under profitability assumptions consistent with Nissan's past data and conservative medium and long-term prospects, incorporating new medium-term forecasts for volumes and exchange rates.

The test result did not lead to recognition of any impairment on the investment in Nissan at December 31, 2023 and it is considered that a reasonably possible change in the main assumptions used should not result in a recoverable value lower than the book value of the investment in Nissan.

12-H. Operations between Renault Group and the Nissan Group

Renault Group and Nissan follow joint strategies for vehicle and component development, purchasing, production and distribution resources. This cooperation is reflected in synergies that reduce costs.

The Automotive segment is involved in operations with Nissan on two levels:

- Industrial production: cross-over production of vehicles and components in the Alliance's manufacturing plants:
  - Sales by Renault Group to the Nissan Group in 2023 totalled approximately €1,857 million (€2,015 million in 2022), comprising around €1,332 million for vehicles (€1,443 million in 2022), €343 million for components (€427 million in 2022), and €182 million for services (€145 million in 2022).
  - Purchases by Renault Group from the Nissan Group in 2023 totalled approximately €1,296 million (€1,564 million in 2022), comprising around €1,158 million of vehicles (€1,200 million in 2022), €88 million of components (€249 million in 2022), and €50 million of services (€115 million in 2022),
  - The balance of Renault Group receivables on the Nissan Group is €595 million at December 31, 2023 (€504 million at December 31, 2022) and the balance of Renault Group liabilities to the Nissan Group is €396 million at December 31, 2023 (€500 million at December 31, 2022).
- Finance: In addition to its activity for Renault Group, Renault Finance acts as the Nissan Group's counterparty in financial instrument trading to hedge foreign exchange and interest rate risks. Renault Finance undertakes forex transactions on the foreign exchange market for Nissan. Operations undertaken with Nissan on foreign exchange and interest rate derivatives are recorded at market price and included in the positions managed by Renault Finance. In the balance sheet, the derivative assets on the Nissan group amount to €21 million at December 31, 2023 (€188 million at December 31, 2022) and derivative liabilities amount to €24 million at December 31, 2023 (€54 million at December 31, 2022).

Renault Group's Sales Financing segment helps to attract customers and build loyalty to Nissan brands through a range of financing products and services incorporated into the sales policy, principally in Europe. In 2023, RCI Banque recorded €102 million of service revenues in the form of commission and interest received from Nissan (€89 million in 2022). The balance of sales financing receivables on the Nissan Group is €45 million at December 31, 2023 (€34 million at December 31, 2022) and the balance of liabilities is €176 million at December 31, 2023 (€115 million at December 31, 2022).

The Alliance partners also hold investments in associates and joint ventures that manage their cooperation. Details of these entities' activity and location, and Renault Group's influence over them, are given in Note 13.

Note 13 - Investments in other associates and joint ventures

Details of investments in other associates and joint ventures are as follows in the Group's financial statements:

(€ million)	2023	2022
Consolidated income statement		
Share in net income (loss) of other associates and joint ventures	**83**	**(103)**
Associates accounted for under the equity method [(1)]	85	(70)
Joint ventures accounted for under the equity method	(2)	(33)
Consolidated financial position		
Investments in other associates and joint ventures	**887**	**723**
Associates accounted for under the equity method [(2)]	644	527
Joint ventures accounted for under the equity method	243	196

(1) *At December 31, 2023, RN Bank, a Sales Financing segment company that operates in the Russian Federation, had been sold (Note 3). The net income of associates at December 31, 2022 included impairment of €(119) million on the assets of RN Bank.*

(2) *At December 31, 2023, €50 million of impairment on the production assets of Renault Nissan India Private Limited (RNAIPL) was recovered (€51 million of impairment was booked at December 31, 2022).*

13-A. Information on the principal other associates and joint ventures accounted for under the equity method

Name	Country of location	Main activity	Percentage ownership and voting rights held by the Group – December 31, 2023	Percentage ownership and voting rights held by the Group – December 31, 2022	Investments in other associates and joint ventures at December 31, 2023	Investments in other associates and joint ventures at December 31, 2022
Associates						
Automotive						
Motorlu Araclar Imal ve Satis A.S (MAIS)	Turkey	Automotive sales	49%	49%	167	151
Renault Nissan Automotive India Private Limited (RNAIPL)	India	Vehicle manufacturing	30%	30%	191	150
Boone Comenor	France	Waste management	33%	33%	82	81
EGT	China	Vehicle manufacturing	25%	25%	10	9
Verkor	France	Electric vehicles	18%	24%	70	25
Mobility Trader Holding [(1)]	Germany	Automotive sales	3%	3%	1	9
Beyonca	China	Electric vehicles	14%	14%	27	38
Sales Financing						
Mobility Trader Holding [(1)]	Germany	Automotive sales	5%	5%	4	14
Nissan Renault Financial Services India Private Limited	India	Financing	30%	30%	37	37
Joint ventures						
Automotive						
Renault Algeria Production	Algeria	Vehicle manufacturing	49%	49%	-	-
Renault Brilliance Jinbei Automotive Company	China	Vehicle manufacturing	49%	49%	-	-
Alliance Ventures b.v.	Netherlands	Venture capital	40%	40%	164	154
Whylot	France	Electric vehicles	21%	21%	10	10
Hyvia	France	Hydrogen vehicles	50%	50%	-	-
Sales Financing						
ORFIN Finansman Anonim Sirketi	Turkey	Financing	50%	50%	13	15
Select Vehicle Group Holdings Ltd	United Kingdom	Financing	37%	-	18	-
Mobility Services						
Car Sharing Mobility Services SL	Spain	Mobility Services	100%	50%	-	4
Other non-significant associates and joint ventures					95	26
TOTAL					**887**	**723**

(1) *The investment in Mobility Trader Holding is jointly held by the Automotive and Sales Financing segments.*

The tables below show the total amount of sales and purchases made between Renault Group and the principal other associates and joint ventures accounted for under the equity method, as well as Renault Group's balance sheet positions with those entities.

(€ million)	2023		2022	
In the consolidated income statement	Sales to other associates and joint ventures	Purchases	Sales to other associates and joint ventures	Purchases
Motorlu Araclar Imal ve Satis A.S (MAIS)	2,862	(20)	1,693	(2)
Renault Nissan Automotive India Private Limited (RNAIPL)	14	(334)	10	(545)
Boone Comenor	19	(1)	18	(1)
EGT	10	(610)	17	(713)
Renault Algeria Production	1	(47)	2	(36)

(€ million)	December 31, 2023				
In the consolidated financial position	Financial assets	Automotive receivables	Other assets	Trade payables	Other liabilities
Motorlu Araclar Imal ve Satis A.S (MAIS)	-	-	-	16	2
Renault Nissan Automotive India Private Limited (RNAIPL)	16	33	156	16	1
Boone Comenor	-	8	-	-	3
EGT	-	6	31	27	-
Renault Algeria Production	-	14	-	-	-

(€ million)	December 31, 2022				
In the consolidated financial position	Financial assets	Automotive receivables	Other assets	Trade payables	Other liabilities
Motorlu Araclar Imal ve Satis A.S (MAIS)	-	52	-	4	-
Renault Nissan Automotive India Private Limited (RNAIPL)	16	85	168	64	-
Boone Comenor	-	9	-	-	3
EGT	-	7	16	120	-
Renault Algeria Production	-	18	-	3	-

13-B. Cumulative financial information on other associates accounted for under the equity method

(€ million)	December 31, 2023	December 31, 2022
Investments in associates	644	527
Share in income (loss) of associates	87	(70)
Share of associates in other components of comprehensive income	(267)	(212)
Share of associates in comprehensive income	(180)	(282)

13-C. Cumulative financial information on joint ventures accounted for under the equity method

(€ million)	December 31, 2023	December 31, 2022
Investments in joint ventures	243	196
Share in income (loss) of joint ventures	(1)	(33)
Share of joint ventures in other components of comprehensive income	(22)	(17)
Share of joint ventures in comprehensive income	(23)	(50)

Note 14 - Inventories

	December 31, 2023			December 31, 2022		
(€ million)	Gross value	Impairment	Net value	Gross value	Impairment	Net value
Raw materials and supplies	1,754	(228)	1,526	1,701	(216)	1,485
Work in progress	248	(2)	246	252	(7)	245
Used vehicles	913	(69)	844	946	(93)	853
Finished products and spare parts	2,458	(150)	2,308	2,751	(121)	2,630
TOTAL	**5,373**	**(449)**	**4,924**	**5,650**	**(437)**	**5,213**

Note 15 - Sales Financing receivables

15-A. Sales Financing receivables by nature

(€ million)	December 31, 2023	December 31, 2022
Dealership receivables	11,410	10,003
Financing for end-customers	25,001	23,519
Leasing and similar operations	14,330	11,836
Gross value	**50,741**	**45,358**
Impairment	(1,126)	(1,111)
Net value	**49,615**	**44,247**

Details of fair value are given in Note 24-A.

15-B. Assignment of Sales Financing receivables

(€ million)	December 31, 2023 Balance sheet value	December 31, 2023 Fair value	December 31, 2022 Balance sheet value	December 31, 2022 Fair value
Assigned receivables carried in the balance sheet	14,822	18,945	13,650	13,530
Associated liabilities	4,324	4,364	3,319	3,377

The Sales Financing segment has undertaken several public securitization operations (in Germany, Spain, France, Italy and the United Kingdom) and several conduit financing operations (France, the United Kingdom and Germany) involving loans to final customers and receivables on the dealership network. Both types of operation are conducted through special purpose vehicles. Some public operations were subscribed by RCI Banque, which makes it possible to have securities eligible as collateral for the European Central Bank.

During 2023 the Sales Financing segment placed a €719 million securitization operation backed by automotive loans made by its German branch (€700 million of senior notes and €19 million of subordinated notes).

The Sales Financing segment's French subsidiary also has a new securitization programme for receivables on DIAC leases with a purchase option. Under this programme, a public placement (the "Cars Alliance Auto Lease France V 2023-1") of approximately €737 million backed by lease rental receivables was issued (including €700 million of senior notes [€100 million self-subscribed] and approximately €37 million of subordinated notes).

The receivables assigned through such operations are not derecognized, as all risks are retained by the Group. The associated liabilities correspond to securities resulting from the securitization operations, and are recognized in other debts represented by a certificate.

The difference between the receivables assigned and the amount of the associated liabilities corresponds to the higher credit necessary for these operations, and the share of securities retained by RCI Banque to form a liquidity reserve.

Securitized assets can no longer be assigned or pledged. Subscribers to debt securities only have claims on the assets assigned.

Assets pledged as guarantees for management of the liquidity reserve are presented in Note 28-A4.

15-C. Sales Financing receivables by maturity

(€ million)	December 31, 2023	December 31, 2022
- 1 year	23,775	22,280
1 to 5 years	25,487	21,598
+ 5 years	354	369
TOTAL SALES FINANCING RECEIVABLES – NET VALUE	**49,615**	**44,247**

15-D. Breakdown of Sales Financing receivables by level of risk

In 2021 the Sales Financing segment finalized its compliance programme for the new definition of default for countries whose solvency ratio is calculated by the advanced approach (France, Italy, Spain, Germany, the United Kingdom and South Korea) and the standard approach (Brazil and non-G7 countries).

The provisioning parameters (Probability of Default, Loss Given Default) are now based on methods applicable for the new definition of default (reconstruction of calculation history, adapted days-past-due counter, etc.) Since June 2022, the Loss Given Default has been updated monthly for all countries.

(€ million)	Financing for final customers	Dealer financing	December 31, 2023
Gross value	**39,331**	**11,410**	**50,741**
Healthy receivables	34,797	11,162	45,959
Receivables showing higher credit risk since initial recognition	3,398	184	3,582
Receivables in default	1,136	64	1,200
% of total receivables in default	2.9%	0.6%	2.4%
Impairment	**(1,088)**	**(38)**	**(1,126)**
Impairment in respect of healthy receivables	(277)	(17)	(294)
Impairment in respect of receivables showing higher credit risk since initial recognition	(184)	(4)	(188)
Impairment in respect of receivables in default	(627)	(17)	(644)
Total net value	**38,243**	**11,372**	**49,615**

(€ million)	Financing for final customers	Dealer financing	December 31, 2022
Gross value	**35,355**	**10,003**	**45,358**
Healthy receivables	31,283	9,787	41,070
Receivables showing higher credit risk since initial recognition	3,093	167	3,260
Receivables in default	979	49	1,028
% of total receivables in default	2.8%	0.5%	2.3%
Impairment	**(1,063)**	**(48)**	**(1,111)**
Impairment in respect of healthy receivables	(323)	(20)	(343)
Impairment in respect of receivables showing higher credit risk since initial recognition	(179)	(6)	(185)
Impairment in respect of receivables in default	(561)	(22)	(583)
Total net value	**34,292**	**9,955**	**44,247**

15-E. Exposure of Sales Financing to credit risk

The maximum exposure to credit risk for the sales financing activity is represented by the net book value of Sales Financing receivables plus the amount of irrevocable financing commitments for customers reported under off-balance sheet commitments given (Note 28-A). This risk is reduced by guarantees provided by customers, as reported in off-balance sheet commitments received (Note 28-B). In particular, guarantees held in connection with overdue or impaired sales financing receivables amounted to €916 million at December 31, 2023 (€784 million at December 31, 2022).

Customer credit risk is assessed (using a scoring system) and monitored by type of activity (customers and dealers). There is no indication at the year-end that the quality of Sales Financing receivables not yet due or unimpaired has been adversely affected, nor is there any significant concentration of risks within the sales financing customer base as defined by the regulations.

Note 16 - Receivables

Net value of receivables

(€ million)	December 31, 2023	December 31, 2022
Gross value	1,578	1,799
Impairment for incurred credit losses [1]	(748)	(795)
Impairment for expected credit losses	(5)	(6)
Net value	**825**	**998**

(1) Including €(678) million related to Iran at December 31, 2023.

These receivables do not include accounts receivable assigned to the Group's sales financing companies or other non-Group entities when substantially all the risks and benefits associated with ownership of the receivables are transferred. The risk of dilution (essentially the risks of non-settlement after a commercial dispute) is retained by the Group, but is considered negligible. Receivables assigned in this way to Group sales financing companies are included in sales financing receivables, principally dealership receivables.

Furthermore, there is no significant concentration of risks within the customer base of the Automotive and Mobility Services segments, and no single external customer accounts for more than 10% of the total revenues of those segments.

The management policy for credit risk is described in Note 25-B6.

The maximum exposure to credit risk for receivables is represented by the net book value of those receivables.

The impairment model for Automotive receivables is presented in Note 2-G.

Details of fair value are given in Note 24-A.

Note 17 - Other current and non-current assets

	December 31, 2023			December 31, 2022 [1]		
(€ million)	Non-current	Current	Total	Non-current	Current	Total
Prepaid expenses	171	384	**555**	136	419	**555**
Tax receivables (excluding current taxes due)	168	1,773	**1,941**	236	1,325	**1,561**
Tax receivables (on current taxes due)	26	224	**250**	23	154	**177**
Other receivables	354	2,392	**2,746**	414	1,830	**2,244**
Investments and capitalizable advances in controlled unconsolidated entities [2]	65	-	**65**	102	-	**102**
Derivatives on operating transactions of the Automotive segment	-	21	**21**	-	89	**89**
Derivatives on financing transactions of the Sales Financing segment	-	252	**252**	-	434	**434**
Assets held for sale	-	4,022	**4,022**	-	3,861	**3,861**
Total	**784**	**9,068**	**9,852**	**911**	**8,112**	**9,023**
Gross value	*920*	*14,173*	***15,093***	*1,004*	*14,386*	***15,390***
Impairment	*(136)*	*(5,105)*	***(5,241)***	*(93)*	*(6,274)*	***(6,367)***

(1) The 2022 figures include restatements following the first application of IFRS 17 "Insurance contracts" in 2023 (Note 2-A).
(2) Investments of over €10 million in controlled unconsolidated entities concern Renault Nissan BV and Kadensis.

Note 18 - Shareholders' equity

18-A. Share capital

The total number of ordinary shares issued and fully paid at December 31, 2023 is 295,722 thousand, with par value of €3.81 per share (unchanged since December 31, 2022).

Treasury shares do not bear dividends. They account for 1.80% of Renault SA's share capital at December 31, 2023 (1.80% at December 31, 2022).

The Nissan Group holds approximately 15% of Renault SA through its wholly-owned subsidiary Nissan Finance Co. Ltd (no voting rights are attached to these shares).

18-B. Capital management

In managing its capital, the Group's objective is to guarantee continuity of business in order to provide returns for shareholders and benefits for other stakeholders, and to maintain optimum capital structure in order to optimize its cost. The Group may adjust dividend payments to shareholders, redeem some of the capital or issue new shares.

The Group's objectives are monitored in different ways in the different operating segments.

The Sales Financing segment must comply with regulatory ratios specific to banking operations. The minimum solvency ratio (shareholders' equity including subordinated loans to total weighted risks) is 8%. RCI Banque's Core Tier 1 solvency ratio is 13.88% at December 31, 2023 (14.47% at December 31, 2022).

The Group also partially hedges its investment in Nissan (Notes 12-E and 25-B2).

18-C. Renault treasury shares

In application of decisions approved at General Shareholders' Meetings, Renault treasury shares consist of shares allocated to performance share plans and other share-based payment agreements awarded to Group managers and executives, and shares purchased for the purposes of the liquidity agreement signed in May 2022 with investment bank Exane. Under that agreement, Renault SA is progressively making a deposit of a maximum €25 million with BNP, and Exane's annual fee for monitoring operations amounts to €80,000. Renault SA has purchased 7,315,535 shares for an average price of €36.88 and sold 7,355,407 shares for the average price of €36.86, in application of this agreement.

	Plan	Liquidity contract	December 31, 2023	December 31, 2022
Total value of treasury shares (€ million)	210	2	**212**	208
Total number of treasury shares	5,252,892	71,628	**5,324,520**	5,310,961

18-D. Distributions

At the General and Extraordinary Shareholders' Meeting of May 11, 2023, it was decided to distribute a dividend of €0.25 per share representing a total amount of €72.6 million (no dividends distributed in 2022).

18-E. Translation adjustment

Details of the change in translation adjustment over the year are as follows:

(€ million)	2023	2022
Change in translation adjustment on the value of the investment in Nissan	(1,078)	680
Change in translation adjustment recognized in income for the Nissan portion	135	-
Impact, net of tax, of partial hedging of the investment in Nissan (Note 12-E)	142	(25)
Total change in translation adjustment related to Nissan	**(801)**	**655**
Changes related to hyperinflationary economies	(183)	(80)
Other changes in translation adjustment	(34)	216
TOTAL CHANGE IN TRANSLATION ADJUSTMENT	**(1,018)**	**791**

Changes related to hyperinflationary economies consist of changes in the translation adjustment attributable to the Argentinian subsidiaries since January 1, 2018. Other changes in the translation adjustment mostly result from movements in the Japanese yen, Argentina peso and the Brazilian real.

18-F. Financial instrument revaluation reserve

18-F1. Change in the financial instrument revaluation reserve

The figures below are reported net of tax effects.

(€ million)	Cash flow hedges	Equity instruments at fair value	Debt instruments at fair value	Total	Total parent-company shareholders' share
At December 31, 2022	**177**	**43**	**(9)**	**211**	**208**
Changes in fair value recorded in shareholders' equity	(178)	(7)	4	(181)	(173)
Transfer from shareholders' equity to profit and loss [(1)]	(146)	-	-	(146)	(146)
At December 31, 2023	**(147)**	**36**	**(5)**	**(116)**	**(111)**

(1) For a breakdown of the amounts related to cash flow hedges transferred to profit and loss, see Note F2 below, and for the schedule of transfers of amounts related to cash flow hedges from the financial instrument revaluation reserve to the income statement, see Note F3 below.

18-F2. Breakdown of the amounts related to cash flow hedges transferred from the financial instrument revaluation reserve to the income statement

(€ million)	2023	2022
Operating margin	(161)	6
Other operating income and expenses	(24)	2
Current and deferred taxes	39	1
Total transferred to the income statement for cash flow hedges	**(146)**	**9**

18-F3. Schedule of transfers of amounts related to cash flow hedges from the financial instrument revaluation reserve to the income statement

(€ million)	December 31, 2023	December 31, 2022
Within one year	(113)	29
After one year	32	243
Revaluation reserve for cash flow hedges excluding associates and joint ventures	**(81)**	**272**
Revaluation reserve for cash flow hedges – associates and joint ventures	(66)	(95)
Total revaluation reserve for cash flow hedges	**(147)**	**177**

This schedule is based on the contractual maturities of hedged cash flows.

18-G. Performance share plans and other share-based payments arrangements

The Board of Directors periodically awards performance shares to Group executives and managers, with vesting and minimum holding periods specific to each plan. All plans include performance conditions which determine the number of performance shares granted to beneficiaries. Loss of the benefit of performance shares follows the applicable regulations: all rights are forfeited in the event of resignation or termination and a decision is made for each individual case when an employee leaves at the Company's instigation.

During 2023 performance share plan 30 was introduced, concerning 1,670 thousand shares with initial total value of €50 million. The vesting period for shares is three years, and there is no minimum holding period.

The Group has announced that its employees will be granted eight free shares with a vesting period during 2023, and no minimum holding period. An expense of €37 million was recognized in this respect at December 31, 2023.

Share-based payments have been valued by the methods described in the accounting policies (Note 2-R). The main details are as follows:

Plan	Initial value (thousands of €)	Unit fair value (€)	Expense for 2023 (€million)	Expense for 2022 (€million)	Share price at grant date (€)	Interest rate	Duration of option	Dividend per share (€)
Plan 26 [1]	49,618	42.50	-	(7)	54.99	-	3 years	3.55-3.50
Plan 27 [1]	11,062	10.31	-	(4)	14.55	(0.54)%	3 years	1.05-1.35
Plan 28 [1]	1,736	33.07	(1)	(1)	33.73	(0.61)%	3 years	0.65
	38,678	31.60	(13)	(13)	33.73	(0.61)%	3 years	0.65
Plan 29 [1]	1,550	22.65	-	-	24.39	(0.02)%	3 years	0.57-1.19
	77,357	21.64	(9)	(5)	24.39	(0.02)%	3 years	0.57-1.19
Plan 30 [1]	1,419	29.92	-	-	33.33	3.23%	3 years	1.39-1.89
	48,307	37.86	(14)	-	43.13	3.10%	3 years	1.40-1.88
Plan 29 - Co-Invest 2022	192	34.74	-	-	43.13	3.10%	3 years	1.40-1.88
	5,337	33.08	(2)	-	43.13	3.10%	3 years	1.40-1.88
Plan 30 ter - Additional 2023	180	33.00	-	-	39.05	3.37%	3 years	1.42-2.94
	1,981	31.55	-	-	39.05	3.37%	3 years	1.42-2.94
Plan 30 - Co-Invest 2023 - bis	453	28.75	-	-	39.05	3.37%	3 years	1.42-2.94
	3,833	27.30	-	-	39.05	3.37%	3 years	1.42-2.94
TOTAL			**(39)**	**(30)**				

(1) *For these plans, performance shares were awarded at different dates within the stated period. The information reported may correspond to weighted averages based on quantities awarded per grant date.*

18-G1. Changes in the share rights held by personnel

Changes in the number of share rights held by personnel were as follows:

	Rights not yet vested at January 1, 2023	Granted	Vested rights [1]	Rights expired and other adjustments	Rights not yet vested at December 31, 2023
Share rights	**4,473,701**	6,919,208	(5,794,927)	(390,090)	**5,207,892**

(1) Performance shares rights were awarded under plan 27 granted in 2020, plan 28 granted in 2021, 2022 Renaulution shareplan granted in 2023 and 2023 Renaulution shareplan also granted in 2023.

18-G2. Performance shares and shares awarded as variable remuneration

Plan	Grant date	Share rights awarded at December 31, 2023	Vesting date	Holding period
Plan 27 - CEO	July 29, 2020	-	July 29, 2023	None
Plan 27 - Employees	February 13, 2020	-	February 13, 2023	None
Plan 28	April 23, 2021	1,456,046	April 23, 2024	None
Plan 29	May 25, 2022	1,641,890	May 25, 2025	None
Plan 30 - CEO	May 11, 2023	75,000	May 11, 2026	None
Plan 30 - Employees	February 15, 2023	1,534,426	February 15, 2026	None
Plan 29 - Co-Invest 2022 - CEO	February 15, 2023	8,629	May 15, 2026	May 15, 2026 - May 15, 2028
Plan 29 - Co-Invest 2022 - Employees	February 15, 2023	201,121	February 15, 2026	February 15, 2026 - February 15, 2028
Plan 30 ter - Additional 2023	December 14, 2023	198,015	December 14, 2026	None
Plan 30 - Co-Invest 2023 - bis	December 14, 2023	86,285	February 14, 2027	February 14, 2027 - December 14, 2028
TOTAL		**5,201,412**		

18-H. Share of non-controlling interests

Entity	Country of location	Percentage of ownership and voting rights held by non-controlling interests		Net income – non-controlling interests' share (€ million)		Shareholders' equity – non-controlling interests' share (€ million)		Dividends paid to non-controlling interests (minority shareholders) (€ million)	
		December 31, 2023	December 31, 2022	2023	2022	December 31, 2023	December 31, 2022	2023	2022
Automotive									
Renault Korea Motors	Korea	47%	47%	31	26	480	492	(10)	(2)
Oyak Renault Otomobil Fabrikalari	Turkey	48%	48%	68	59	282	329	(50)	(21)
JMEV	China	-	50%	(12)	(134)	-	(75)	-	-
Other				19	3	141	13	(3)	(6)
Total - Automotive				**106**	**(46)**	**903**	**759**	**(63)**	**(29)**
Sales Financing									
Banco RCI Brasil	Brazil	40%	40%	18	12	-	-	(24)	(2)
Rombo Compania Financiera	Argentina	40%	40%	-	(2)	-	-	-	-
RCI Colombia SA	Colombia	49%	49%	(7)	8	-	-	(4)	(7)
Other				2	1	-	-	(2)	(2)
Total – Sales Financing				**13**	**19**	**-**	**-**	**(30)**	**(11)**
Total AVTOVAZ		**-**	**-**	**-**	**(335)**	**-**	**-**	**-**	**(1)**
Total Mobility Services				**(2)**	**-**	**(21)**	**(18)**	**-**	**-**
Total				**117**	**(362)**	**882**	**741**	**(93)**	**(41)**

The Group has granted minority shareholders of Banco RCI Brasil, Rombo Compania Financiera, RCI Colombia SA and RCI Financial Services, S.r.o. put options to sell their investments. A liability corresponding to these put options is included in other liabilities, amounting to €109 million for the Brazilian subsidiary, €10 million for the Argentinian subsidiary, €15 million for the Czech subsidiary and €25 million for the Colombian subsidiary at December 31, 2023 (€117 million, €4 million, €16 million and €49 million respectively at December 31, 2022). A corresponding charge is made to shareholders' equity, allocated in priority to the non-controlling interests' share with any residual amount allocated to the parent-company shareholders' share. The liability is stated at fair value. Fair value is determined by estimating the potential purchase price, taking into account future results of the financing portfolio as it exists at the closing date and the provisions of the partnership contracts. This is a level 3 fair value, as it uses recognized models but their significant data are not based on observable market data.

Partnership agreements were signed in 2018 with Oyak in Turkey, including put and call options (Note 28-A3). The Group also holds call options for shares in several entities in the Oyak Group (Note 28-B).

There are no significant restrictions on the Group's capacity to access or use its assets and settle its liabilities, other than restrictions that result from the regulatory framework in which the subsidiaries operate. The local supervisory authorities may require banking subsidiaries to keep a certain level of capital and liquidities, limit their exposure to other group parties, and comply with other ratios.

Note 19 - Provisions for pensions and other long-term employee benefit obligations

19-A. Pension and benefit plans

Pensions and other long-term employee benefit obligations essentially concern active employees. These benefits are covered either by defined-contribution plans or defined-benefit plans.

Defined-contribution plans

The Group makes earnings-related payments, in accordance with local custom, to the national organizations responsible for paying pensions and similar financial benefits. There is no actuarial liability concerning these pension arrangements.

The total expense for defined-contribution plans is €460 million in 2023 (€516 million in 2022).

Defined-benefit plans

The accounting treatment of defined-benefit plans is described in Note 2-S and involves establishment of provisions. These plans concern:

- indemnities payable upon retirement or departure, in application of legislation or agreements in certain countries such as France, Turkey, etc;
- supplementary pensions providing employees with contractual income; the countries applying this type of plan are in Europe (e.g. the United Kingdom, France, Germany, the Netherlands, Switzerland, etc);
- other long-term benefits, chiefly long-service awards, and flexible holiday entitlements.

Defined-benefit supplementary pension plans are generally covered by contracts with pension funds or insurance companies. In such cases, the obligations and assets are valued separately. The difference between the obligation and the fair value of the assets held to fund it may indicate underfunding or overfunding. In the event of underfunding, a provision is booked. In the event of overfunding, an asset is recognized subject to certain conditions.

In France, the contribution period to qualify for a full pension was extended in 2023. This has led to impacts on the Group's retirement indemnity plans because the statutory retirement age is now higher, and also on current career-end work exemption plans. These impacts are recognized in full in the income statement at December 31, 2023.

Provisions for pensions and other long-term employee benefit obligations amount to €1,208 million at December 31, 2023 (€1,074 million at December 31, 2022), an increase of €134 million. The consequences of the pension reforms in France and Turkey are analysed as a change of plan and recognized in the net income in the financial statements at December 31, 2023 (€12 million).

The financial discount rate most frequently used to value the Group's obligations in France is 3.3% at December 31, 2023 (3.74% at December 31, 2022) and the salary increase rate is 2.4% at December 31, 2023 (2.4% at December 31,2022).

Principal defined-benefit plans of the Group

In France, the Group's retirement indemnities result from agreements negotiated with each French entity and employee representatives. They are based on employees' salaries and length of service; payment is conditional on being in the company's employment at the time of retirement. Retirement benefit obligations for France are entirely covered by provisions, and account for most of the Group's liabilities for retirement indemnities. The effects of the new Collective Bargaining Agreement for the Metallurgical Industry and the new agreement governing individual labor relations as of January 18, 2024, applicable to French industrial companies, will impact the 2024 fiscal year.

The Group's most significant supplementary pension plan is in the United Kingdom, where two defined-benefit pension plans are managed as part of a dedicated pension fund comprising two compartments: one concerns Automotive subsidiaries and the other RCI Financial Services Ltd, together covering 1,705 people. This plan has been closed to new members since 2004, and no further rights have been earned under it since December 31, 2019. All employees benefit from a defined-contribution pension plan from January 1, 2020. Underfunding at December 31, 2023 is valued at £48 million for the fund compartment dedicated to the Automotive segment and £4 million for the fund compartment dedicated to RCI Financial Services Ltd.

This pension fund (a trust) is a legal entity. It is administered by a board of Trustees with equal representation for the participating companies and their current and former employees. The fund is governed by local regulations, which set the minimum funding requirements that can lead to additional contributions being made by the Group. After the last three-yearly valuation in 2018, the Group made a commitment to cover the funding shortfall by 2027 through payments amounting to £5 million maximum per year. The asset investment policy is defined for each section of the fund by a supervisory body which examines the performance of investments quarterly. The risks associated with these plans are the usual risks (lower future returns on fund assets, a decline in the equities markets, longer life expectancy for beneficiaries, a rise in inflation, etc).

19-B. Main actuarial assumptions used to calculate provisions and other data for the most significant plans

Main actuarial assumptions and actual data for the Group's retirement indemnities in France	December 31, 2023		December 31, 2022	
	Renault sas	Other entities	Renault sas	Other entities
Retirement age	60 to 65	60 to 67	60 to 65	60 to 67
Discount rate [1]	3.3%	1% to 4%	3.74%	2% to 3.3%
Salary increase rate	2.4%	1% to 4.4%	2.4%	1% to 4.7%
Duration of plan	11 years	6 to 20 years	13 years	5 to 20 years
Gross obligation	€580 million	€373 million	€678 million	€154 million

(1) *The rates used to value the Group's obligations in France vary between companies depending on the maturities of obligations. The benchmark for the discount rate is the zero-coupon rate plus the average spread curve for issuers rated AA as published by Reuters.*

Main actuarial assumptions and actual data for the Group's supplementary pensions in the UK	December 31, 2023		December 31, 2022	
	Automotive	Sales Financing	Automotive	Sales Financing
Financial discount rate [1]	5%	4.4%	4.90%	4.90%
Salary increase rate	NA	NA	NA	NA
Duration of plan	14.5 years	15 years	15 years	16.5 years
Actual return on fund assets	6%	7.5%	(37.7)%	(38.1)%
Gross obligation	€282 million	€32 million	€255 million	€28 million
Fair value of assets invested via pension funds [2]	€227 million	€27 million	€213 million	€22 million

(1) *The discount rate was determined by reference to the interest rate curve established by Deloitte based on the iBoxx £ index for AA-rated corporate bonds (DTRB £ AA corporate bond yield curve).*
(2) *Due to rising interest rates, the investment policy resulted in a decrease in the value of fund assets and the gross commitment in the United Kingdom in 2022.*

19-C. Net expense for the year

(€ million)	2023	2022
Current service cost	66	68
Past service cost and (gain) / loss on settlement	(25)	(7)
Net interest on the net liability (asset)	42	21
Effects of workforce adjustment measures	(2)	(5)
Net expense (income) for the year recorded in the income statement	**81**	**77**

19-D. Details of the balance sheet provision

19-D1. Breakdown of the provision

(€ million)	December 31, 2023 Present value of the obligation	Fair value of fund assets	Asset ceiling	Net defined-benefit liability (asset)
Retirement and termination indemnities				
France	962	-	-	962
Europe (excluding France)	34	-	-	34
Americas	2	-	-	2
Asia Pacific	1	-	-	1
Eurasia (1)	42	-	-	42
Africa & Middle East	3	-	-	3
Total retirement and termination indemnities	**1,044**	**-**	**-**	**1,044**
Supplementary pensions				
France	80	(78)	-	2
United Kingdom	314	(253)	-	61
Europe (excluding France and the United Kingdom) (2)	280	(228)	-	52
Africa & Middle East	-	-	-	-
Americas	5	-	-	5
Asia Pacific	3	-	-	3
Total supplementary pensions	**682**	**(559)**	**-**	**123**
Other long-term benefits				
France (3)	33	-	-	33
Europe (excluding France)	3	-	-	3
Africa & Middle East	5	-	-	5
Total other long-term benefits	**41**	**-**	**-**	**41**
Total (4)	**1,767**	**(559)**	**-**	**1,208**

(1) Essentially Turkey.
(2) Essentially Switzerland, the Netherland and Germany.
(3) Flexible holiday entitlements and long-service awards.
(4) Total net liability due within one year: €141 million; total net liability due after one year: €1,067 million.

19-D2. Schedule of amounts related to net defined-benefit liability

(€ million)	December 31, 2023 <1 year	1 to 5 years	5 to 10 years	>10 years	Total
Present value of obligation	157	211	313	1,086	1,767
Fair value of plan assets	(16)	(69)	(82)	(392)	(559)
Asset ceiling	-	-	-	-	-
Net defined-benefit liability (asset)	**141**	**142**	**231**	**694**	**1,208**

The weighted average duration of plans is 12 years at December 31, 2023 (14 years at December 31, 2022).

19-E. Changes in obligations, fund assets and the provision

(€ million)	Present value of the obligation (A)	Fair value of the fund assets (B)	Asset ceiling (C)	Net defined-benefit liability (A)+(B)+(C)
Balance at December 31, 2022	**1,621**	**(549)**	**2**	**1,074**
Current service cost	66	-	-	66
Past service cost and gain/loss on plan curtailment, modification and settlement	(25)	-	-	(25)
Net interest on the net liability (asset)	58	(16)	-	42
Effects of workforce adjustment measures	(2)	-	-	(2)
Net expense (income) for 2023 recorded in the income statement (Note 19-C)	**97**	**(16)**	**-**	**81**
Actuarial gains and losses on the obligation resulting from changes in demographic assumptions	32	-	-	32
Actuarial gains and losses on the obligation resulting from changes in financial assumptions	61	-	-	61
Actuarial gains and losses on the obligation resulting from experience effects	56	-	-	56
Net return on fund assets (not included in net interest above)	(1)	(7)	-	(8)
Changes in asset ceiling (excluding part in net interest)	(1)	-	(2)	(3)
Net expense (income) for 2023 recorded in other components of comprehensive income	**147**	**(7)**	**(2)**	**138**
Employer contributions to funds	-	(17)	-	(17)
Employee contributions to funds	1	(6)	-	(5)
Benefits paid under the plan	(98)	24	-	(74)
Effect of changes in exchange rate	12	(9)	-	3
Effect of changes in scope of consolidation and other	(13)	21	-	8
Balance at December 31, 2023	**1,767**	**(559)**	**-**	**1,208**

Accumulated actuarial gains and losses, net of tax (excluding the associates' share) recorded in other components of comprehensive income amounted to an expense of €649 million at December 31, 2023 (compared to an expense of €394 million at December 31, 2022).

A 100 base point decrease in the discount rates used for each plan would result in a €296 million increase in the amount of obligations at December 31, 2023 (€272 million at December 31, 2022), and a 100 base point increase in the discount rates used for each plan would result in a €244 million decrease in the amount of obligations at December 31, 2023 (€222 million at December 31, 2022).

19-F. Fair value of fund assets

Details of the assets invested via pension funds and insurance companies are as follows:

	December 31, 2023		
(€ million)	Assets listed on active markets	Unlisted assets	Total
Pension funds			
Cash and cash equivalents	4	-	4
Shares	68	-	68
Bonds	157	-	157
Shares in mutual funds and other	20	-	20
TOTAL – PENSION FUNDS	**249**	**-**	**249**
Insurance companies			
Cash and cash equivalents	1	8	9
Shares	10	1	11
Bonds	184	6	190
Real estate property	25	1	26
Shares in mutual funds and other	37	37	74
TOTAL - INSURANCE COMPANIES	**257**	**53**	**310**
TOTAL	**506**	**53**	**559**

Pension fund assets in bonds mainly relate to plans located in the United Kingdom (50%). Insurance contracts in bonds principally concern the Netherlands (18.3%), France (15.3%), Switzerland (12%) and Germany (4.4%). The actual returns on plan assets in the United Kingdom are shown in Note 19-B.

The weighted average actual rate of return on the Group's main funds was 2.6% in 2023 (15.7)% in 2022).

At the date of this report, the best estimate of contributions that will be payable to the funds in 2023 is approximately €19 million.

The Group's pension fund assets do not include Renault Group's financial instruments. Real estate investments do not include real estate properties occupied by the Group.

Note 20 - Change in provisions

(€ million)	Restructuring provisions	Warranty provisions	Provisions for litigation and risks concerning other taxes	Provisions for insurance activities [2]	Provisions for commitments given and other	Total
At December 31, 2022 [1]	**369**	**874**	**171**	**200**	**555**	**2,169**
Increases	77	724	80	46	453	1,380
Reversals of provisions for application	(180)	(709)	(49)	(1)	(133)	(1,072)
Reversals of unused balance of provisions	(16)	(4)	(9)	-	(57)	(86)
Changes in scope of consolidation	-	-	1	-	(5)	(4)
Translation adjustments and other changes	(1)	2	(16)	(4)	(14)	(33)
At December 31, 2023 [3]	**249**	**887**	**178**	**241**	**799**	**2,354**

(1) The 2022 figures include restatements following the first application of IFRS 17 "Insurance contracts" in 2023 (Note 2-A).
(2) Technical reserves established by the Sales Financing segment's insurance companies.
(3) Short-term portion of provisions: €1,130 million; long-term portion of provisions: €1,224 million.

During 2023, the Group recorded no provision in connection with significant new litigation. Information on contingent liabilities is provided in Note 28-A2.

Increases to restructuring provisions essentially comprise the effect of workforce adjustment measures in the Europe Region (Note 6-A).

At December 31, 2023, other provisions include €143 million of provisions established in application of environmental regulations (€107 million at December 31, 2022). These include provisions to cover expenses relating to end-of-life vehicles and used batteries, and environmental compliance costs for industrial land in the Europe Region and for industrial sites in the Americas and Eurasia Regions. The Group also established provisions totalling €187 million for estimated costs linked to purchase contracts and volume commitments.

Note 21 - Other current and non-current liabilities

(€ million)	December 31, 2023 Non-current	December 31, 2023 Current	December 31, 2023 Total	December 31, 2022 Non-current	December 31, 2022 Current	December 31, 2022 Total
Current taxes due	**-**	**359**	**359**	**-**	**312**	**312**
Provisions for uncertain tax liabilities	**236**	**20**	**256**	**234**	**21**	**255**
Tax liabilities (excluding current taxes due)	11	1,054	**1,065**	13	1,219	**1,232**
Social liabilities	26	1,325	**1,351**	24	1,245	**1,269**
Other liabilities	163	5,684	**5,847**	202	4,855	**5,057**
Deferred income	742	1,470	**2,212**	1,133	1,302	**2,435**
Derivatives on operating transactions of the Automotive segment	-	171	**171**	-	77	**77**
Liabilities related to assets held for sale	-	1,075	**1,075**	-	873	**873**
Total other liabilities	**942**	**10,779**	**11,721**	**1,372**	**9,571**	**10,943**
Total	**1,178**	**11,158**	**12,336**	**1,606**	**9,904**	**11,510**

Other current liabilities mainly correspond to asset payables that amounts to €537 million (€499 million at December 31, 2022), amounts payable under sales incentive programs (€3,046 million at December 31, 2023 and €2,304 million at December 31, 2022) and deferred income recorded in connection with sales contracts including a buy-back commitment (€521 million at December 31, 2023 and €293 million at December 31, 2022).

Deferred income includes deferred income on Automotive service contracts such as maintenance and warranty extension contracts, and advances received under cooperation contracts with partners. This income concerns payments received under contracts defining a customer payment schedule that does not depend on the group's execution of its performance obligation (advance payment in full, or regular payments due at the end of specified periods). Deferred income is transferred to revenues over the duration of the contracts, and breaks down as follows:

Total	Automotive service contracts 2023	Automotive service contracts 2022	Cooperation contracts 2023	Cooperation contracts 2022
Deferred income at January 1	**880**	**915**	**1,037**	**1,119**
Deferred income received during the period	488	402	133	273
Deferred income recognized in revenues during the period	(422)	(438)	(328)	(356)
Change in scope of consolidation	-	-	-	-
Translation adjustments and other changes	1	1	(12)	1
Deferred income at December 31	**947**	**880**	**830**	**1,037**
To be recognized in revenues - within one year	811	757	816	1,012
- in 1 to 3 years	124	110	6	7
- in 3 to 5 years	12	13	8	18

6.5. Financial assets and liabilities, fair value and management of financial risks

Note 22 - Financial assets – cash and cash equivalents

22-A. Current / non-current breakdown

(€ million)	December 31, 2023			December 31, 2022		
	Non-current	Current	Total	Non-current	Current	Total
Investments in non-controlled entities	77		77	63		63
Marketable securities and negotiable debt instruments	-	500	500	-	587	587
Derivatives on financing operations by the Automotive segment	55	119	174	85	410	495
Loans and other	563	605	1,168	265	419	684
Total financial assets	**695**	**1,224**	**1,919**	**413**	**1,416**	**1,829**
Gross value	*733*	*1,241*	*1,974*	*437*	*1,420*	*1,857*
Impairment	*(38)*	*(17)*	*(55)*	*(24)*	*(4)*	*(28)*
Cash equivalents (1)	-	9,105	9,105	-	10,713	10,713
Cash	-	11,572	11,572	-	11,061	11,061
Total cash and cash equivalents	**-**	**20,677**	**20,677**	**-**	**21,774**	**21,774**

(1) Cash equivalents mainly consist of short-term bank deposits maturing in 3 months or less and a low risk of change in the interest receivable, totalling €5,310 million (€6,377 million at December 31, 2022), and investment funds with "monetary fund" approval that meet the criteria for classification as cash equivalents, totalling €3,688 million (€3,629 million at December 31, 2022).

Information on the counterparty risks associated with financial assets and cash and cash equivalents is provided in Note 25-B6.

22-B. Investments in non-controlled entities

At December 31, 2023, investments in non-controlled entities include an amount of €34 million (€33 million at December 31, 2022) paid to the Funds for the Future of the Automobile (*Fonds Avenir Automobile*) under the support plan for automobile industry suppliers introduced by the French authorities and automakers. The outstanding amount payable by Renault Group at December 31, 2023 is €77 million (€84 million at December 31, 2022).

22-C. Cash not available to the Group

The Group has liquidities in countries where repatriation of funds can be complex for regulatory or political reasons. In most of these countries, such funds are used locally for industrial or sales financing purposes.

Some current bank accounts held by the Sales Financing Securitization Fund are used to increase credit on securitized receivables, and consequently act as guarantees in the event of default on payment of receivables (Notes 15-B1 et 28-A4). These current bank accounts amount to €980 million at December 31, 2023 (€1,169 million at December 31, 2022).

Note 23 - Financial liabilities and Sales Financing debts

23-A. Current / non-current breakdown

(€ million)	December 31, 2023			December 31, 2022		
	Non-current	Current	Total	Non-current	Current	Total
Renault SA redeemable shares	258	-	258	253	-	253
Bonds	6,945	1,495	8,440	8,674	1,218	9,892
Other debts represented by a certificate	-	796	796	-	930	930
Borrowings from credit institutions	161	494	655	300	1,556	1,856
- France	*160*	*243*	*403*	*300*	*1,112*	*1,412*
- Brazil	-	*32*	*32*	-	*130*	*130*
- Morocco	-	*130*	*130*	-	*270*	*270*
Lease liabilities	461	94	555	446	107	553
Other financial liabilities (1)	148	233	381	73	373	446
Financial liabilities of the Automotive segment (excluding derivatives)	**7,973**	**3,112**	**11,085**	**9,746**	**4,184**	**13,930**
Derivatives on financing operations of the Automotive segment	71	333	404	99	419	518
Financial liabilities of the Automotive segment	**8,044**	**3,445**	**11,489**	**9,845**	**4,603**	**14,448**
Financial liabilities of the Mobility Services segment (2)	19	3	22	7	2	9
Subordinated loans and Diac redeemable shares (3)	893	-	893	886	-	886
Financial liabilities	**8,956**	**3,448**	**12,404**	**10,738**	**4,605**	**15,343**
Bonds	-	14,184	14,184	-	13,570	13,570
Other debts represented by a certificate	-	6,131	6,131	-	4,539	4,539
Borrowings from credit institutions	-	4,649	4,649	-	5,727	5,727
Other interest-bearing borrowings, including lease liabilities (4)	-	28,780	28,780	-	24,810	24,810
Debts of the Sales Financing segment (excluding derivatives)	**-**	**53,744**	**53,744**	**-**	**48,646**	**48,646**
Derivatives on financing operations of the Sales Financing segment	-	351	351	-	353	353
Sales Financing debts	**-**	**54,095**	**54,095**	**-**	**48,999**	**48,999**
Total financial liabilities and Sales Financing debts	**8,956**	**57,543**	**66,499**	**10,738**	**53,604**	**64,342**

(1) The financial liability for leases analysed in substance as purchases, recognized at December 31, 2023 in application of IAS 16, amounts to €121 million (€16 million at December 31, 2022).
(2) Financial liabilities of Mobility Services segment, including internal financing, amounts to €55 million (€44 million at December 31, 2022).
(3) Including subordinated loans of RCI Banque, amounting to €865 million at December 31, 2023 (€856 million at December 31, 2022).
(4) Including lease liabilities of the Sales Financing segment, amounting to €85 million at December 31, 2023 (€69 million at December 31, 2022).

23-B. Changes in Automotive financial liabilities and derivative assets on financing operations

(€ million)	December 31, 2022	Change in cash flows	Change resulting from acquisition or loss of control over subsidiaries and other operating units	Foreign exchange changes with no effect on cash flows	Other changes with no effect on cash flows	December 31, 2023
Renault SA redeemable shares	253	-	-	-	5	258
Bonds	9,892	(1,170)	-	(285)	3	8,440
Other debts represented by a certificate	930	(145)	-	3	8	796
Borrowings from credit institutions	1,856	(1,016)	(285)	14	86	655
Lease liabilities	553	(108)	(1)	1	110	555
Other financial liabilities	446	(398)	333	(8)	8	381
Financial liabilities of the Automotive segment (excluding derivatives)	**13,930**	**(2,837)**	**47**	**(275)**	**220**	**11,085**
Derivatives on financing operations of the Automotive segment	518	(202)	-	92	(4)	404
Total financial liabilities of the Automotive segment (a)	**14,448**	**(3,039)**	**47**	**(183)**	**216**	**11,489**
Derivative assets on Automotive financing operations (b)	495	(287)	-	-	(34)	174
Net change in Automotive financial liabilities in consolidated cash flows by segment (section 6.1.A3) (a) – (b)		**(2,752)**				
Financial liabilities of the Mobility Services segment	**9**	**11**	**-**	**2**	**-**	**22**
Net change in Automotive financial liabilities in consolidated cash flows		**(2,741)**				

23-C. Changes in financial liabilities and sales financing debts

Changes in redeemable shares of the Automotive segment

The redeemable shares issued in October 1983 and April 1984 by Renault SA are subordinated perpetual shares listed on the Paris Stock Exchange. They earn a minimum annual return of 9% comprising a 6.75% fixed portion and a variable portion that depends on consolidated revenues and is calculated based on identical Group structure and methods.

Redeemable shares are stated at amortized cost, calculated by discounting the forecast interest coupons at the effective interest rate of the borrowing.

These shares traded for €293.00 at December 31, 2023 (€270.58 at December 31, 2022). The financial liability based on the stock market value of the redeemable shares at December 31, 2023 is €234 million (€216 million at December 31, 2022).

Changes in bonds and other debts of the Automotive segment

During year 2023, bonds repayments amounted to €1,170 million.

Change in State-guaranteed credit facility of the Automotive segment

In 2020, Renault Group opened a credit line with a pool of five banks, for the maximum amount of €5 billion covered by a French State guarantee for up to 90% of the amount borrowed. At December 31, 2020, €4 billion had been drawn on this credit line.

The total amount was repaid in half-year 2023.

Changes in Sales Financing debts

During 2023, the Sales Financing segment issued the equivalent of €3.9 billion of debt and launched its second green bond of €750 million. It also placed a CHF200 million 5-year bond and undertook five €750 million bond issues, with respective maturities of 3, 3.5, 4, 5 and 6 years.

The Sales Financing segment had access to the TLTRO III program (targeted long-term refinancing operations) set up by the European Central Bank (ECB). Three drawings were made during 2020, for a total amount of €1,750 million that has been redeemed in 2023. Two other drawings were made during 2021, for a total of €1,500 million, maturing in 2024.

The interest rate applicable to these financing is calculated based on the average deposit facility rate "DFR (Deposit Facility Rate)" of the European Central Bank (ECB).

New savings collected rose by €3,735 million during the year (€594 million of sight deposits and € 3,141 million of term deposits) to €28,176 million (€18,255 million of sight deposits and €9,921 million of term deposits), and are classified as other interest-bearing borrowings. 89.5% of these deposits are covered by a deposit guarantee scheme at December 31, 2023, compared to 89.2% at December 31, 2022.

To hedge certain floating-rate liabilities (savings collected and TLTRO financing), the Sales Financing segment set up interest rate derivatives that do not qualify as hedging derivatives under IFRS 9. The operating income was negatively affected by a €(118) million increase in the value of these swaps.

Cash outflows on leases

Cash outflows on leases restated in application of IFRS 16 amounted to €170 million in 2023 (€170 million in 2022). This includes €142 million of repayments of the principal value of lease liabilities (€148 million in 2022) and €27 million of interest (€22 million in 2022).

Cash outflows on leases that were reclassified as purchases in substance in application of IAS 16 amounted to €13 million in 2023 (€12 million in 2022). This amount does not include repayments of interest.

Cash outflows on leases benefiting from the exemption for low-value and very short-term leases amounted to €98 million in 2023 (€93 million in 2022) (Note 5-C).

The potential future cash outflows resulting from the exercise of extension options and contracts already signed which take effect after the 2023 year-end amount to €41 million.

Changes in financial liabilities of the Mobility Services segment

The financial liabilities of the Mobility Services segment consist of internal Group financing issued by Renault SA in the form of interest-bearing loans.

23-D. Breakdown by maturity

For financial liabilities including derivatives, contractual flows are similar to the expected flows and correspond to the amounts to be paid.

For floating-rate financial instruments, interest is calculated using interest rates as at December 31, 2023.

No contractual flows are reported for Renault SA and Diac redeemable shares as they have no fixed redemption date.

Financial liabilities of the Automotive segment

	December 31, 2023									
(€ million)	**Balance sheet value**	**Total contractual flows**	<1 yr: 0 to 3 months	<1 yr: 3 to 12 months	<1 yr: Total	1 to 2 yrs	2 to 3 yrs	3 to 4 yrs	4 to 5 yrs	>5 yrs
Renault SA bonds 2017	750	750	-	-	-	750	-	-	-	-
Renault SA bonds 2018	1,450	1,450	-	700	700	-	750	-	-	-
Renault SA bonds 2019	1,545	1,545	-	45	45	1,000	-	500	-	-
Renault SA bonds 2020	1,000	1,000	-	-	-	-	1,000	-	-	-
Renault SA bonds 2021	1,804	1,804	-	704	704	-	-	500	600	-
Renault SA bonds 2022	1,859	1,859	-	-	-	516	1,343	-	-	-
Accrued interest, expenses and premiums	32	32	2	44	46	(3)	(6)	(5)	-	-
Total bonds	**8,440**	**8,440**	**2**	**1,493**	**1,495**	**2,263**	**3,087**	**995**	**600**	**-**
Other debts represented by a certificate	796	796	529	267	796	-	-	-	-	-
Borrowings from credit institutions	655	655	183	311	494	1	110	-	50	-
- France	*403*	*403*	*49*	*194*	*243*	-	*110*	-	*50*	-
- Brazil	*32*	*32*	*32*	-	*32*	-	-	-	-	-
- Morocco	*130*	*130*	*84*	*46*	*130*	-	-	-	-	-
Lease liabilities	555	578	30	58	88	101	67	43	47	232
Other financial liabilities	381	387	201	49	250	22	23	18	17	57
Total other financial liabilities	**2,387**	**2,416**	**943**	**685**	**1,628**	**124**	**200**	**61**	**114**	**289**
Future interest on bonds and other financial liabilities	-	30	5	11	16	3	6	5	-	-
Redeemable shares	258	255	-	-	-	-	-	-	-	255
Derivatives on financing operations	404	404	303	30	333	34	32	2	3	-
Total financial liabilities of the Automotive segment	**11,489**	**11,545**	**1,253**	**2,219**	**3,472**	**2,424**	**3,325**	**1,063**	**717**	**544**

Financial liabilities and debts of the Sales Financing segment

	December 31, 2023									
(€ million)	**Balance sheet value**	**Total contractual flows**	<1 yr: 0 to 3 months	<1 yr: 3 to 12 months	<1 yr: Total	1 to 2 yrs	2 to 3 yrs	3 to 4 yrs	4 to 5 yrs	>5 yrs
RCI Bank bonds 2017	1,725	1,750	650	500	1,150	600	-	-	-	-
RCI Bank bonds 2018	1,268	1,300	-	-	-	550	750	-	-	-
RCI Bank bonds 2019	1,578	1,622	3	969	972	-	650	-	-	-
RCI Bank bonds 2020	761	818	-	54	54	14	-	750	-	-
RCI Bank bonds 2021	485	485	193	157	350	114	21	-	-	-
RCI Bank bonds 2022	3,512	3,517	50	333	383	1,872	112	500	650	-
RCI Bank bonds 2023	4,563	4,525	-	-	-	255	1,722	832	966	750
Accrued interest, expenses and premiums	292	292	41	183	224	45	24	1	(2)	-
Total bonds	**14,184**	**14,309**	**937**	**2,196**	**3,133**	**3,450**	**3,279**	**2,083**	**1,614**	**750**
Other debts represented by a certificate	6,131	6,132	1,261	1,715	2,976	1,696	951	502	7	-
Borrowings from credit institutions	4,649	4,648	961	2,224	3,185	918	383	112	50	-
Lease liabilities	85	85	8	20	28	26	24	2	1	4
Other interest-bearing	28,695	28,693	19,854	4,327	24,181	2,734	963	280	535	-
Total other financial liabilities	**39,560**	**39,558**	**22,084**	**8,286**	**30,370**	**5,374**	**2,321**	**896**	**593**	**4**
Future interest on bonds and other financial liabilities		2,187	113	496	609	615	440	263	176	84
Subordinated loans and Diac redeemable shares	893									
Derivatives on financing operations	351	(13)	17	(6)	11	(28)	(6)	9	1	-
Total debts and financial liabilities of the Sales Financing segment	**54,988**	**56,041**	**23,151**	**10,972**	**34,123**	**9,411**	**6,034**	**3,251**	**2,384**	**838**

Financial liabilities and debts of the Mobility Services segment

			December 31, 2023					
			<1 yr					
(€ million)	Balance sheet value	Total contractual flows	0 to 3 months	3 to 12 months	Total	1 to 2 yrs	2 to 3 yrs	3 to 4 yrs
Other interest-bearing	22	22	3	-	3	19	-	-
Total other financial liabilities	**22**	**22**	**3**	**-**	**3**	**19**	**-**	**-**
Derivatives on financing operations	-	-	-	-	-	-	-	-
Total financial liabilities of the Mobility Services segment	**22**	**22**	**3**	**-**	**3**	**19**	**-**	**-**

23-E. Financing by assignment of receivables

Automotive segment financing by assignment of receivables – financing for the independent dealer network

Some of the Automotive segment's external financing comes from assignment of commercial receivables to non-Group financial establishments and intragroup assignments to the Sales Financing segment. The Sales Financing segment also contributes to the financing of inventories sold by the Automotive segment to the independent dealer network.

The Group does not undertake any non-deconsolidating assignments.

Details of financing by assignment of commercial receivables and financing of the dealer network by the Sales Financing segment are is as follows:

	December 31, 2023		December 31, 2022	
(€ million)	To non-group entities	To Sales Financing	To non-group entities	To Sales Financing
Assignment of Automotive receivables	1,698	335	1,555	244
Automotive network financing	-	8,380	-	7,662
Total assigned	**1,698**	**8,715**	**1,555**	**7,906**

The total amount of tax receivables assigned and derecognized in 2023 is €233 million, comprising €128 million of CIR receivables and €105 million of VAT receivables (€136 million of CIR receivables and €100 million of VAT receivables in 2022).

French tax receivables assigned outside the Group (the "CIR" Research Tax Credit), with transfer of substantially all the risks and benefits associated with ownership of the receivables, are only derecognized if the risk of dilution is deemed to be non-existent. This is notably the case when the assigned receivables have already been subject to a tax inspection or preliminary audit. No assigned tax receivables remained in the balance sheet at December 31, 2023.

The assigned receivables are derecognized when the associated risks and benefits are substantially transferred, as described in note 2-P.

The Automotive segment assigns its dealership receivables to the Sales Financing segment. The total dealership receivables transferred to the Sales Financing segment principally concerns Renault Group. The amounts are presented in Note 15-D.

Note 24 - Financial instruments by category, fair value and impact on net income

24-A. Financial instruments by category and fair values by level

IFRS 9 defines three categories of financial instruments:

- financial assets or liabilities at fair value through other components of comprehensive income;
- financial assets or liabilities at fair value through profit or loss;
- loans and receivables carried at amortized cost.

The following breakdown by level of fair value is presented for financial instruments carried in the balance sheet at fair value:

- level 1: instruments whose fair values are derived from quoted prices in an active market; fair value is generally identical to the most recent quoted price;
- level 2: instruments whose fair values are derived from observable market prices and are not included in level 1;
- level 3: instruments whose fair values are derived from unobservable inputs on the market; the fair value of investments in non-controlled entities is generally based on the share of net assets.

Fair values have been determined on the basis of information available at the end of the year and do not therefore take account of subsequent movements.

In 2023, no financial instruments were transferred between level 1 and level 2, or into or out of level 3.

FINANCIAL ASSETS AND OTHER ASSETS *(€ million)*	Notes	December 31, 2023 Balance sheet value Total	Fair value through profit and loss	Fair value through equity	Amortized cost	Equity instruments valued under the applicable standard	Fair value of financial assets at amortized cost	Fair value level of financial assets at fair value
Sales Financing receivables	15	49,615	-	-	49,615		48,686 (1)	3
Automotive customer receivables	16	825	-	-	825		(2)	
Tax receivables (including current taxes due)	17	2,191	-	-	2,191		(2)	
Other receivables and prepaid expenses	17	3,301	-	-	3,301		(2)	
Derivatives on operating transactions of the Automotive segment	17	21	7	14	-			2
Derivatives on financing operations of the Sales Financing segment	17	252	46	206	-			2
Investments in unconsolidated controlled entities	17	65			-	65		
Investments in non-controlled entities	22	77	78	-	(1)			3
Marketable securities and negotiable debt instruments	22	500	121	379	-			1
Derivatives on financing operations of the Automotive segment	22	174	174	-	-			2
Loans and other	22	1,168	-	-	1,168		(2)	3
Cash and cash equivalents	22	20,677	3,597	173	16,907		(2)	1 & 3
Total financial assets and other assets		**78,866**	**4,023**	**772**	**74,006**	**65**	**48,686**	

(1) The fair value of Sales Financing receivables is estimated by discounting future cash flows at rates that would be applicable to similar loans (conditions, maturity and debtor quality) at the year-end. Receivables with a term of less than one year are not discounted, as their fair value does not differ significantly from their net book value. This is a level 3 fair value, as it uses recognized models for which certain significant data, such as the credit risk associated with the portfolio of receivables, are not based on observable market data.

(2) The Group does not report the fair value of financial assets such as Automotive customer receivables, tax receivables or cash and cash equivalents because their net book value after impairment is a reasonable approximation of their fair value.

FINANCIAL LIABILITIES OTHER LIABILITIES *(€ million)*	Notes	December 31, 2023 Balance sheet value Total	Fair value through profit and loss	Fair value through equity	Amortized cost	Fair value of financial liabilities at amortized cost	Fair value level of financial liabilities at fair value
Tax liabilities (including current taxes due)	21	1,424			1,424	(1)	
Social liabilities	21	1,351			1,351	(1)	
Other liabilities and deferred income	21	8,059			8,059	(1)	
Trade payables	21	7,965			7,965	(1)	
Derivatives on financing operations of the Automotive segment	21	171	7	164			2
Renault redeemable shares	23	258			258	234 (2)	
Diac redeemable shares	23	11	11				1
Subordinated debts	23	882			882	810 (3)	
Bonds	23	22,624			22,624	22,624 (3)	
Other debts represented by a certificate	23	6,927			6,927	7,175 (3)	
Borrowings from credit institutions	23	5,304			5,304	5,334 (3)	
Lease liabilities in application of IFRS 16	23	640			640	640 (3)	
Other interest-bearing and non-interest-bearing borrowings	23	29,098			29,098	29,098 (3)	
Derivatives on financing operations of the Automotive segment	23	404	420	(16)			2
Derivatives on financing operations of the Sales Financing segment	23	351	214	137			2
Total financial liabilities and other liabilities		**85,469**	**652**	**285**	**84,532**	**65,915**	

(1) The Group does not report the fair value of financial liabilities such as trade payables, tax liabilities and social liabilities, because their book value is a reasonable approximation of their fair value.

(2) The fair value of Renault and DIAC redeemable shares is identical to the stock market price.

(3) The fair value of the Automotive segment's financial liabilities and Sales Financing debts measured at amortized cost is essentially determined by discounting future cash flows at rates offered to Renault Group at December 31, 2023 for loans with similar conditions and maturities. The rates offered to Renault Group result from observable market data such as zero-coupon interest rate curves and secondary market prices for bonds issued by the Group, and consequently this is a level 2 fair value.

24-B. Changes in Level 3 financial instruments

Level 3 financial instruments correspond to Sales Financing receivables (€49,615 million at December 31, 2023, €44,247 million at December 31, 2022), loans and other (€1,168 million at December 31, 2023, €684 million at December 31, 2022), investments in non-controlled entities (€65 million at December 31, 2023 and €63 million at December 31, 2022) and certain cash equivalents, essentially term deposits (Note 22-A). These financial assets remain at historical cost. Investments in non-controlled entities also remain at historical cost, but in an exception to the general approach, if historical cost is inappropriate they are valued on the basis of the share of net equity or using a method based on non-observable data.

24-C. Impact of financial instruments on net income

(€ million)	Financial instruments other than derivatives			Derivatives	Total impact on net income
	Instruments measured at fair value through profit and loss	Instruments measured at fair value through equity	Instruments measured at amortized cost [1]		
Operating margin	-	-	(144)	-	(144)
Net financial income (expenses)	12	-	67	(61)	18
Impact on net income – Automotive segment	**12**	**-**	**(77)**	**(61)**	**(126)**
Operating margin	7	54	299	207	567
Impact on net income – Sales Financing segment	**7**	**54**	**299**	**207**	**567**
Total gains (losses) with impact on net income	**19**	**54**	**222**	**146**	**441**

(1) *Including financial liabilities subject to fair value hedges.*

For the Automotive segment, the impact of financial instruments on the operating margin mainly corresponds to foreign exchange gains and losses on operating transactions.

24-D. Fair value hedges

(€ million)	December 31, 2023	December 31, 2022
Change in fair value of the hedging instrument	185	(373)
Change in fair value of the hedged item	(201)	383
Net impact on net income of fair value hedges	**(16)**	**10**

Hedge accounting methods are described in Note 2-X.

Note 25 - Derivatives and management of financial risks

25-A. Derivatives and netting agreements

25-A1. Fair value of derivatives and hedged notional values

The fair value of derivatives of the Automotive segment corresponds to their balance sheet value:

(€ million)	Balance sheet value			Financial commitment		
December 31, 2023	Assets	Liabilities	Nominal	< 1 yr	1 to 5 yrs	> 5 yrs
Cash flow hedges	-	-	29	29	-	-
Fair value hedges	-	-	-	-	-	-
Net investment hedges	-	-	-	-	-	-
Derivatives not designated as hedging instruments	133	380	21,321	19,554	1,767	-
Total foreign exchange risk	**133**	**380**	**21,350**	**19,583**	**1,767**	**-**
Cash flow hedges	-	(17)	919	704	215	-
Fair value hedges	-	-	-	-	-	-
Derivatives not designated as hedging instruments	40	41	2,047	460	1,587	-
Total interest rate risk	**40**	**24**	**2,966**	**1,164**	**1,802**	**-**
Cash flow hedges	14	164	991	466	525	-
Fair value hedges	-	-	-	-	-	-
Derivatives not designated as hedging instruments	8	7	294	294	-	-
Total commodity risk	**22**	**171**	**1,285**	**760**	**525**	**-**
Total Automotive segment	**195**	**575**	**25,601**	**21,507**	**4,094**	**-**

The fair value of derivatives of the Sales Financing segment corresponds to their balance sheet value:

(€ million)	Balance sheet value			Financial commitment		
December 31, 2023	Assets	Liabilities	Nominal	< 1 yr	1 to 5 yrs	> 5 yrs
Cash flow hedges	-	-	-	-	-	-
Fair value hedges	-	-	-	-	-	-
Net investment hedge	-	-	26	26	-	-
Derivatives not designated as hedging instruments	4	47	149	57	92	-
Total foreign exchange risk	**4**	**47**	**175**	**83**	**92**	**-**
Cash flow hedges	181	93	12,419	5,965	6,454	-
Fair value hedges	44	196	5,684	1,262	3,922	500
Derivatives not designated as hedging instruments	23	15	3,255	2,180	1,075	-
Total interest rate risk	**248**	**304**	**21,358**	**9,407**	**11,451**	**500**
Total Sales Financing segment	**252**	**351**	**21,533**	**9,490**	**11,543**	**500**

25-A2. Netting agreements and other similar commitments

Framework agreements for operations on financial futures and similar agreements

The Group negotiates its derivatives contracts in accordance with the framework agreements issued by the International Swaps and Derivatives Association (ISDA) and the FBF (French Banking Federation).

In the event of default, the non-defaulting party has the right to suspend execution of its payment obligations and to demand payment or transfer of a termination balance for all terminated transactions.

The ISDA and FBF framework agreements do not meet the requirements for netting in the financial statements. The Group currently has no legally enforceable right to net the reported amounts, except in the case of default or a credit event.

Netting of financial assets and liabilities: summary

(€ million) December 31, 2023	Amounts in the statement of financial position eligible for netting	Amounts not netted in the statement of financial position: Financial instruments assets/liabilities	Guarantees included in liabilities	Off-balance sheet guarantees	Net amounts
ASSETS					
Derivatives on financing operations of the Automotive segment	174	(156)	-	-	18
Derivatives on financing operations of the Sales Financing segment	252	(234)	-	-	18
Sales Financing receivables dealer [1]	498	-	(208)	-	290
TOTAL ASSETS	**924**	**(390)**	**(208)**	**-**	**326**
LIABILITIES					
Derivatives on financing operations of the Automotive segment	404	(156)	-	-	248
Derivatives on financing operations of the Sales Financing segment	351	(234)	-	-	117
TOTAL LIABILITIES	**755**	**(390)**	**-**	**-**	**365**

(1) *Sales Financing receivables held by Banco RCI Brasil, whose exposure is covered by pledges of "letras de cambio" (bills of exchange) subscribed by dealers and reported under other debts represented by a certificate.*

25-B. Management of financial risks

The Group is exposed to the following financial risks:

- Liquidity risk;
- Market risks (foreign exchange, interest rate, equity and commodity risks);
- Bank counterparty risk and credit risk on customer and dealer financing.

Risk management differs depending on the operating segment. The risks described below concern the Automotive segment and the Sales Financing segment. The Mobility Services segment does not have any specific financial risks since it is financed by the Automotive segment.

25-B1. Liquidity risk

The Group must have sufficient financial resources to finance its automotive and sales financing businesses and the investments necessary for their growth. To ensure this is the case, the Automotive and Sales Financing segments borrow on the capital and banking markets to refinance their gross debt and guarantee liquidity. This exposes them to liquidity risks if markets are closed for long periods or credit is hard to access. The Automotive and Sales Financing segments are also credit-rated by several agencies. Any downgrading of external credit ratings could limit and/or increase the cost of their access to the capital markets.

Liquidity risks – Automotive segment

The Automotive segment's liquidity risk is managed by the Financing and Treasury department. It is founded on an internal model that defines the level of the liquidity reserve the Automotive segment must maintain to finance their operations and development. The liquidity reserve is closely monitored by a monthly review and reported to the Chief Financial Officer.

Renault SA handles most refinancing for the Automotive segment through long-term resources via the capital markets (bond issues and private placements), short-term financing such as NEU CP (Negotiable European Commercial Paper), or bank financing. Renault SA has several debt programs at December 31, 2023:

- An EMTN bond program with a €10 billion ceiling. This program has been registered with the AMF;
- A Shelf Registration bond program on the Japanese market with a ¥400 billion ceiling. This program has been registered with the Japanese stock market authorities (Kanto Local Finance Bureau);
- A NEU CP program with a €2.5 billion ceiling. This program has been registered with the Bank of France.

Renault SA and its debt programs are credit-rated by several agencies. On February 20, 2023, S&P upgraded the outlook from negative to stable while maintaining the rating at BB+. On August 2, 2023 Moody's upgraded the rating to Ba1 with a stable outlook. The Japanese ratings agency R&I upgraded the outlook from negative to stable on March 22, 2023 while maintaining the rating at A-, and JCR confirmed the rating of A- with a stable outlook on November 22, 2022.

Renault SA maintained its access to short-term financing through use of its NEU CP (Negotiable European Commercial Paper) program.

In 2023, Renault SA reimbursed €990 million (Note 23-C) of the bank credit facility guaranteed by the French government. This credit facility was set up in 2020 to cover liquidity requirements resulting from the Covid-19 pandemic and three drawings totalling €4 billion were made on it during the second half-year of 2020. This State-guaranteed facility was fully repaid at December 31, 2023.

Renault SA also has confirmed credit lines opened with banks worth €3,310 million at December 31, 2023 (3,430 million December 31, 2022). These credit lines mature in more than one year and were undrawn at December 31, 2023 (and 2022). They form a liquidity reserve for the Automotive segment. The maturities of the Automotive segment's financial liabilities at December 31, 2023 are presented in Note 23-D.

The contractual documentation for Renault SA's confirmed credit arrangements, bank loans and market financing does not contain any clause that could affect the continued supply of credit as a result of changes in either Renault Group's credit rating or its financial ratios. Certain types of financing, particularly market financing, contain standard clauses (pari passu, negative pledge and cross-default clauses).

At December 31, 2023, the Automotive segment have a liquidity reserve of €17.8 billion, sufficient to cover their commitments over a 12-month horizon. This reserve consists of €14.5 billion of cash and cash equivalents, and €3.31 billion of unused confirmed credit lines.

Liquidity risks –Sales Financing segment

The Sales Financing segment is very attentive to diversification of its sources of liquidity and moving into new distribution zones in addition to its longstanding base of Euro bond investors.

The Sales Financing segment's liquidity risk management follows the recommendations of the European Banking Authority. It uses several indicators and analyses (liquidity reserve, transfer prices and several stress scenarios), which are updated and reported to Sales Financing segment's Financial Committee on a monthly basis. The stress scenarios include assumptions concerning deposit leakage, loss of access to new financing, partial unavailability of certain elements of the liquidity reserve and forecasts for issuance of new credit.

The alternation of different maturities and issue formats is part of the Sales Financing segment's diversification strategy for financing sources. This policy has been followed for several years and enables the segment to reach the maximum number of investors.

The Sales Financing segment issued bonds to the equivalent value of €3.9 billion in 2023 under its EMTN (Euro Medium Term Note) Program. These included the segment's second green bond issue, made in 2023 in the value of €750 million.

On the securitization market, the Sales Financing segment placed two public operations during 2023. The first was a €719 million placement backed by automotive loans made by its German subsidiary, and the second was a €737 million placement (including €100 million self-subscribed) backed by receivables on lease contracts with a purchase option issued by DIAC in France. The revolving period of private securitisations of automotive loans in the United Kingdom, leasing receivables in Germany and the residual value component of receivables on lease contracts with a purchase option in France was extended for a further year, and the amounts of these operations were raised to £600 million in the United Kingdom, €400 million in Germany, and €400 million in France.

Collection of new savings was vigorous and competitive in terms of the cost of resources collected. Customer deposits increased by €3.8 billion over the year to €28.2 billion.

With these resources, as well as €4.4 billion of undrawn confirmed credit lines with banks, €5.4 billion of collateral eligible for the Central Banks' monetary policy operations, €4.6 billion of highly liquid assets (HQLA), Sales financing segment is able to maintain its customer financing for 12 months without access to external liquidities. At December 31, 2023, Sales financing segment's liquidity reserve (for the Europe scope) amounts to €14.6 billion (€14.9 billion at December 31, 2022).

The Sales Financing segment's issues and programs are credit-rated by several agencies. In 2023, S&P confirmed RCI Banque's rating of BBB- with a stable outlook, while Moody's upgraded the rating to Baa1 with a stable outlook on August 4th, 2023.

25-B2. Foreign exchange risk

The Group made no major changes to its foreign exchange risk management policy in 2023.

The Group's exposure to foreign exchange risk principally concerns the Automotive segment.

Foreign exchange risks - Automotive segment

In the Automotive segment, fluctuations in exchange rates can affect the following financial aggregates: operating income (loss), financial income (expenses), share in net income (loss) of associates and joint ventures, shareholders' equity and net cash position.

The Performance and Control Department and the Financing and Treasury Department are in charge of rolling out and monitoring the Automotive segment's foreign exchange risk management policy.

Operating income

The Automotive segment sometimes hedges certain positions. Foreign exchange hedges on operating income and expenses must first be analysed by the Performance and Control Department and the Financing and Treasury Department, and then require formal authorization by the Chief Financial Officer or Chief Executive Officer, with monthly reporting of results to the Chief Finance Officer. Wherever possible, foreign exchange operations are mainly undertaken by the Group's trading room (Renault Finance) for currencies that are negotiable on the international markets.

The principal exposure to foreign exchange risks lies in the operating income (loss). At December 31, 2023 based on the 2023 structure of operating results and cash flows, a 1% rise by the euro against all other currencies would have an unfavourable impact of €9 million on the Automotive segment's annual operating income (loss) after any hedging.

In 2023, to limit the foreign exchange exposure of its operating margin, the Automotive segment arranged foreign exchange hedges on the Argentinian peso, the Chinese yuan and the Turkish lira.

The principal exposure in 2023 concerned the pound sterling and the Chinese yuan, with a unfavourable impact of approximately €(19) million and favourable impact of approximately €11 million respectively in the event of a 1% rise by the euro against these currencies, after eventual hedging. The 10 largest exposures in absolute value and their sensitivities after hedging are presented below in millions of euros:

(€ million)

Currency		Annual net operating items	Impact of a 1% rise in the euro
Pound sterling	GBP	1,871	(19)
Polish zloty	PLN	877	(9)
Argentinian peso	ARS	581	(6)
Swiss Franc	CHF	556	(6)
Moroccan dirham	MAD	502	(5)
Mexican Peso	MXN	391	(4)
Indian Rupee	INR	(445)	4
Romanian leu	RON	(1,054)	10
Korean won	KRW	(1,179)	12
Chinese yuan	CNY	(1,244)	11

Financial income (expenses)

The Automotive segment's policy to minimize the foreign exchange risk affecting financing and investment items in foreign currencies.

All the Automotive segment's exposures to foreign exchange risks on financial income and expense items are aggregated and monitored by the Financing and Treasury Department, with monthly reporting to the Chief Financial Officer.

Intra-group financing flows in foreign currency are hedged in the same currency. If a subsidiary needs external financing in a currency other than the local currency, the parent company monitors the operations closely. Cash surpluses in countries that are not part of the parent company's centralized cash management are generally invested in local currency, under the supervision of the Group's Financing and Treasury Department. The subsidiary Renault Finance can undertake foreign exchange operations on its own behalf, within strictly defined risk limits. Its foreign exchange positions are monitored and valued in real time. This activity is chiefly intended to maintain the Group's expertise on the financial markets. It generates very short exposures and does not exceed a few tens of millions of euros, so that it cannot have a significant impact on Renault Group's consolidated results.

Share in the net income of associates and joint ventures

The share in the net income of associates and joint ventures is exposed to foreign exchange risks. On the basis of its contribution to 2023 net income, a 1% rise in the euro against the Japanese yen would have decreased Nissan's contribution by €8 million. This impact corresponds only to the impact of the euro on the translation of Nissan's contribution to the Renault Group's consolidated statements. It does not reflect the inherent impact of euro fluctuations on Nissan's own accounts, given that Nissan does varying levels of business in the Euro zone and Renault Group has no control over this.

Equity investments

The foreign exchange risk exposure of equity investments (in currencies other than the euro) is not generally hedged. However, due to its importance, the investment in Nissan is subject to a partial foreign exchange hedge amounting to ¥199.9 billion at December 31, 2023 (¥199.9 billion at December 31, 2022) (Note 12-E). In 2022 the Group amended its management rule restricting hedging of its net investment in Nissan to its best estimate of the next three years of dividends in yen to be received from Nissan. The Group can now decide to hedge a higher amount of its exposure to foreign exchange risks through the share of equity held in Nissan than the above estimate, although it cannot exceed the share in yen of Nissan equity and its assessment of the liquidity risk on the yen. This foreign currency hedge is only a limited part of the investment in Nissan.

Net cash position

For the purposes of the partial hedge of the investment in Nissan, some of Renault Group's net financial indebtedness is denominated in yen. At December 31, 2023 a 1% rise in the euro against the yen would increase the net cash position of the Automotive segment by €13 million. This net cash position may also be impacted by changes in exchange rates concerning subsidiaries' financial assets and liabilities in their local currency.

Analysis of financial instruments' sensitivity to foreign exchange risks

This analysis concerns the sensitivity to foreign exchange risks of monetary assets and liabilities (including intra-Group balances) and derivatives denominated in a currency other than the currency of the entity that holds them. However, it does not cover items (hedged assets or liabilities and derivatives) concerned by fair value hedging, for which changes in fair value of the hedged item and the hedging instrument totally offset each other in the income statement.

The impact on shareholders' equity (before tax) of a 1% rise in the euro against other currencies is assessed by converting financial assets, cash flow hedges and the partial hedge of the investment in Nissan. For the Automotive segment, this impact would be a favourable €13 million at December 31, 2023 (€14 million at December 31, 2022), explained by the yen bond issues that make up the partial hedge of the investment in Nissan (Note 12-E).

The impact on net income of a 1% rise in the euro against other currencies would be an unfavourable impact of €9 million at December 31, 2023 (€5 million at December 31, 2022), mainly attributable to unhedged operating assets and liabilities denominated in a currency that is not the functional currency of the entity that holds them.

Foreign exchange risk - Sales Financing segment

The Sales Financing segment has low exposure to foreign exchange risks due to the management principles applied. No position can be taken under the central management framework for refinancing; the trading room hedges all flows concerned. Residual, temporal positions in foreign currencies related to the time differences in cash flows inherent to multi-currency cash management may still remain. They are monitored daily and the same hedging policy applies. The Sales Financing subsidiaries are obliged to obtain refinancing in their own currency and as a result are not exposed. In exceptional circumstances, limits are assigned to subsidiaries where sales financing activities or refinancing take place in several different currencies, and to subsidiaries authorized to invest some of their cash surpluses in a currency other than their local currency.

At December 31, 2023 Sales Financing segment's consolidated foreign exchange position reached €17.9 million.

25-B3. Interest rate risks

The Group made no major changes to its interest rate risk management policy in 2023.

The Group's exposure to interest rate risk principally concerns the Sales Financing segment.

Interest rate risk - Automotive segment

The Automotive segment's net financial income is exposed to a risk of variations in market interest rates affecting its cash surpluses and financial liabilities, and to a lesser degree its shareholders' equity.

The interest rate risk management policy applies the following principles:

- Liquidity reserves are generally established using floating-rate financing. The Automotive segment's available cash is managed centrally by Renault SA as far as possible and invested by Renault Finance in the form of short term bank deposits and mutual funds approved as money market funds and meeting the criteria for classification as cash equivalents
- Long-term investments by the Automotive segment generally use fixed-rate financing

Interest rate hedging instruments for the Automotive segment are standard interest swaps that are adequately covered by hedged liabilities, such that no ineffectiveness is expected.

Finally, Renault Finance carries out interest rate transactions on its own behalf, within strictly defined risk limits, and positions are monitored and valued in real time. The risk associated with this arbitrage activity is very limited, and has no significant impact on the Group's consolidated net income.

Interest rate risk – Sales Financing segment

The overall interest rate risk represents the impact of fluctuating rates on the future gross financial margin. Sales Financing segment's operating results may be affected by movements in market interest rates or interest rates applicable to customer deposits. The Sales Financing segment's aim is to limit these risks as far as possible in order to protect its margin on sales.

To take account of the difficulty of precisely matching the structure of borrowings with the structure of loans, a limited amount of flexibility is allowed in each subsidiary's interest rate hedging. This flexibility is reflected in a sensitivity limit assigned to each subsidiary and validated by the finance committee, in an individual adaptation of part of the limit Renault Group assigns to the Sales Financing segment.

A daily sensitivity calculation by currency, management entity, and asset portfolio is used to ensure that each entity respects its assigned limits. All Sales Financing segment entities use the same method for this assessment of interest rate sensitivity, which measures the impact of a 100 base point increase in interest rates on the value of balance sheet items for each entity. Sensitivity is calculated daily for each currency and each management entity (central refinancing office, French and foreign sales financing subsidiaries) for the purpose of overall management of interest rate risks across the consolidated scope of the Sales Financing segment.

Each entity's position with regard to its limit is checked daily, and immediate hedging directives are issued to the subsidiaries if circumstances require. The results of the checks are reported monthly to the Sales Financing segment's Finance Committee, which checks that the positions comply with the Group's financial strategy and current procedural instructions.

Analysis of the Sales Financing segment's structural interest rate risk shows the following:

- Virtually all loans to customers by Sales Financing subsidiaries bear interest at a fixed rate and have terms from one to seventy-two months. These loans are hedged by fixed-rate resources with the same structure. They are covered by macro-hedging and only generate a residual interest rate risk. In subsidiaries where the financing bears interest at a floating rate, the interest rate risk is hedged by macro-hedging using interest rate swaps.
- The main activity of the Sales Financing segment's central refinancing department is refinancing the segment's sales subsidiaries. The outstanding credit issued by Sales Financing subsidiaries is backed by fixed-interest resources, some of which are micro-hedged by interest rate swaps, and floating-rate resources. Macro-hedging transactions in the form of interest rate swaps keep the sensitivity of the refinancing Holding company below the limit set by the Group (€32 million). These macro-hedging transactions concern floating-rate resources and/or fixed-rate resources converted to floating-rate resources by micro-hedging of swaps.

Analysis of Group financial instruments' sensitivity to interest rate risks

The Automotive and Sales Financing segments are exposed to the following interest rate risks:

- variations in the interest flows on floating-rate financial instruments stated at amortized cost (including fixed-rate instruments swapped to floating rate, and structured products);
- variations in the fair value of fixed-rate financial instruments stated at fair value;
- variations in the fair value of derivatives.

Impacts are estimated by applying a 100 base point rise in interest rates over a one-year period to financial instruments reported in the closing statement of financial position.

For the Sales Financing segment, the impact on shareholders' equity corresponds to the change in fair value before reclassification in profit or loss of fixed-rate debt instruments classified as financial assets at fair value through other components of comprehensive income and cash flow hedges after a 100 base point rise in interest rates. All other impacts affect net income.

Calculation of the individual segments' sensitivity to interest rates includes intersegment loans and borrowings.

For the Automotive segment, the impact on net income of a 100 base point rise in interest rates applied to financial instruments exposed to interest rate risks would be a favourable €122.1 million. Shareholders' equity would be unaffected.

For the Sales Financing segment, the overall sensitivity to interest rate risks in 2023 remained below the limit set by Sales Financing segment (€70 million at December 31, 2023). At December 31, 2023, a 100 base point rise in interest rates would have the following impacts on net income and shareholders' equity (before taxes):

- +€1.6 million for items denominated in Swiss francs,
- +€1.2 million for items denominated in Moroccan dirham,
- +€1.2 million for items denominated in Colombian pesos,
- €(1.5) million for items denominated in euros,
- €(3.2) million for items denominated in pounds sterling,
- €(4.1) million for items denominated in Polish zloty.

The sum of the absolute sensitivities in each currency amounts to €16.9 million.

Fixed rate/floating rate breakdown of the Group's financial assets, after the effect of derivatives

	December 31, 2023				December 31, 2022			
(€ million)	Total	Automotive segment	Mobility Services	Sales Financing	Total	Automotive segment	Mobility Services	Sales Financing
Financial assets before hedging: fixed rate (a)	699	479	2	218	594	106	1	487
Financial assets before hedging: floating rate (a')	21,646	14,745	13	6,888	22,451	14,523	11	7,917
Financial assets before hedging	**22,345**	**15,224**	**15**	**7,106**	**23,045**	**14,629**	**12**	**8,404**
Hedges: floating rate / fixed (b)	-	-	-	-	-	-	-	-
Hedges: fixed rate / floating (b')	-	-	-	-	-	-	-	-
Hedges	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Financial assets after hedging: fixed rate (a+b-b')	699	479	2	218	594	106	1	487
Financial assets after hedging: floating rate (a'+b'-b)	21,646	14,745	13	6,888	22,451	14,523	11	7,917
Financial assets after hedging	**22,345**	**15,224**	**15**	**7,106**	**23,045**	**14,629**	**12**	**8,404**

Fixed rate/floating rate breakdown of the Group's financial liabilities, after the effect of derivatives

	December 31, 2023				December 31, 2022			
(€ million)	Total	Automotive segment	Mobility Services	Sales Financing	Total	Automotive segment	Mobility Services	Sales Financing
Financial liabilities before hedging: fixed rate (a)	38,063	9,576	19	28,468	32,583	12,046	7	20,530
Financial liabilities before hedging: floating rate (a')	26,518	1,239	3	25,276	29,737	1,619	2	28,116
Financial liabilities before hedging	**64,581**	**10,815**	**22**	**53,744**	**62,320**	**13,665**	**9**	**48,646**
Hedges: floating rate / fixed (b)	50	50	-	-	-	-	-	-
Hedges: fixed rate / floating (b')	57	57	-	-	188	188	-	-
Hedges	**107**	**107**	**-**	**-**	**188**	**188**	**-**	**-**
Financial liabilities after hedging: fixed rate (a+b-b')	38,056	9,569	19	28,468	32,395	11,858	7	20,530
Financial liabilities after hedging: floating rate (a'+b'-b)	26,525	1,246	3	25,276	29,925	1,807	2	28,116
Financial liabilities after hedging	**64,581**	**10,815**	**22**	**53,744**	**62,320**	**13,665**	**9**	**48,646**

25-B4. Equity risk

The Group's exposure to equity risks has been marginal.

25-B5. Commodity risk

Management of commodity risk

Commodity purchase prices can change suddenly and significantly, and cannot necessarily be passed on through vehicle sale prices. This may lead Renault Group's Purchases department to hedge part of its commodity risks using financial instruments. These hedges are subject to volume, duration, and price limits. The subsidiary Renault Finance can undertake metal operations on its own behalf, within strictly defined risk limits. Its positions are monitored and valued in real time and do not qualify as hedging. This activity cannot have a significant impact on Renault Group's consolidated results.

In 2023 Renault Group undertook hedging operations on base metals and precious metals, within the limits validated by the CEO of Renault SA.

The operations in progress at December 31, 2023 are classified for accounting purposes as cash flow hedges, and accordingly changes in their fair value are included in other components of comprehensive income to the extent of the effective portion of the hedges.

Analysis of financial instruments' sensitivity to commodity risks

Financial instruments' accounting sensitivity to commodity risks results from derivatives used to hedge the Group's economic exposure to these risks.

A 10% increase in commodity prices for derivatives designated as hedging derivatives would have a positive impact of €103 million on other components of comprehensive income at December 31, 2023.

25-B6. Bank counterparty risk and credit risk on customer and dealer financing

Customer credit risk on Automotive receivables

The Automotive segment's exposure to credit risk is limited because of the assignment of many receivables leading to their deconsolidation, and systematic hedging of risks on export receivables. Non-assigned sales receivables and receivables covered by guarantee are regularly monitored.

Credit risk on customers, dealers and commitments given by the Sales Financing segment

Credit risk is closely linked to macro-economic factors including the unemployment rate, corporate bankruptcies, debt servicing costs, revenue growth, disposable household income, dealership profitability and the price of used vehicles. It has a significant impact on the Sales Financing segment's business.

The Sales Financing segment uses advanced credit scoring systems and external databases to evaluate the quality of loans made to retail and business customers. The Group also uses an internal rating system to evaluate lending to dealers. Although the Sales Financing segment is constantly adjusting its acceptance policy in response to market conditions, any increase in the credit risk would increase its cost of risk and its provisions for bad debt. It has detailed procedures to recover receivables that are compromised or in default, arranging repossessions and sales of unpaid vehicles. However, there can be no guarantee that the policies for issuing credit, monitoring credit risk, payment recovery action, and repossession of vehicles are, or will be, sufficient to avoid an unfavourable impact on its financial results and position.

An increase in the credit risk would increase the cost of risk and provisions for bad debt, with a direct impact on the Sales Financing segment's financial results and potentially on its internal capital.

Bank counterparty risk

Due to its operations on the financial markets to invest cash surpluses, manage foreign exchange risks and interest risks, and manage payment flows, the Group is exposed to a bank counterparty risk.

This bank counterparty risk affecting Group entities is managed by both the Automotive and Sales Financing segment in a fully-coordinated approach. It is founded on an internal rating system based mainly on counterparties' long-term credit ratings and equity. This system is used by all Renault Group companies exposed to a bank counterparty risk.

Group companies which, due to the nature of their business, are significantly exposed to a bank counterparty risk are monitored daily to ensure that they comply with authorized counterparty limits, in accordance with specific procedures. The Group produces a consolidated monthly report covering all its bank counterparties, organized by credit rating. This report provides a detailed analysis of compliance with limits in terms of amount, maturity and type, as well as a list of the main exposures.

To reduce the bank counterparty risk, most deposits are contracted with large network banks and generally have terms shorter than 90 days, as this allows a good spread of the risk. In the event of volatile macroeconomic situations that may arise in emergent countries and potentially affect their banking systems, the Group introduces an action plan to step up counterparty risk monitoring, and makes adjustments to the counterparty limits if necessary. The exposure on each banking group is assessed monthly on a consolidated basis, with the Automotive and Sales Financing entities. The Group is not subject to any significant risk concentration for its operations on the financial and banking markets.

No losses due to default by a bank counterparty were recorded in 2023. The bank counterparty risk borne by the Group through its shares in investment funds (UCITS) is incorporated into the risk of changes in value for those products, and monitored using specific rules.

Impairment and provisions established to cover counterparty risks

				Reversals			
(€ million)	*Notes*	December 31, 2022	Impairment or net impairment	For application	Of unused residual amounts	Other changes and reclassifications	December 31, 2023
Impairment of Sales Financing receivables	15	(1,111)	(525)	334	195	(19)	(1,126)
- impairment of financing for end-customers	*15*	*(1,063)*	*(482)*	*306*	*170*	*(19)*	*(1,088)*
- impairment of dealership financing	*15*	*(48)*	*(43)*	*28*	*25*	*-*	*(38)*
Impairment of receivables of the Automotive Segment [(1)]	16	(801)	(19)	49	26	(8)	(753)
Impairment of other receivables	17	(6,367)	(25)	-	-	1,151	(5,241)
Impairment of other financial assets	22	(28)	(5)	-	-	(22)	(55)
Provisions (commitments given)	20	12	18	(1)	(21)	-	8
Total coverage of counterparty risks		**(8,295)**	**(556)**	**382**	**200**	**1,102**	**(7,167)**

(1) Including €687 million of commercial receivables related to Iran at December 31, 2023 (€686 million at December 31, 2022).

6.6. Cash flows and other information

Note 26 - Cash flows

26-A. Other income and expenses with no impact on cash before interest and tax of continuing operations

(€ million)	2023	2022 [1]
Net allocation to provisions	398	(311)
Net effects of Sales Financing credit losses	(4)	93
Net (gain) loss on asset disposals	530	(273)
Change in fair value of other financial instruments	12	(28)
Net financial indebtedness	(88)	181
Deferred taxes	(321)	(37)
Current taxes	844	561
Other	286	118
Other income and expenses with no impact on cash before interest and tax	**1,657**	**304**

(1) The 2022 figures include restatements following the first application of IFRS 17 "Insurance contracts" in 2023 (Note 2-A).

26-B. Change in working capital before tax of continuing operations

(€ million)	2023	2022
Decrease (increase) in net inventories	266	(1,368)
Decrease (increase) in net receivables	71	(283)
Decrease (increase) in other assets	(1,386)	(481)
Increase (decrease) in trade payables	62	1,752
Increase (decrease) in other liabilities	916	784
Increase (decrease) in working capital before tax	**(71)**	**404**

26-C. Capital expenditure of continuing operations

(€ million)	2023	2022
Purchases of intangible assets	(1,365)	(1,243)
Purchases of property, plant and equipment [1]	(1,699)	(1,441)
Total purchases for the period	**(3,064)**	**(2,684)**
Deferred payments	114	44
Total capital expenditure	**(2,950)**	**(2,640)**

(1) Excluding capitalized leased assets and right-of-use assets.

Note 27 - Related parties

27-A. Remuneration of Directors and Executives and Leadership Team members

The Board of Management and the Corporate Management Committee were replaced by the Leadership Team on February 1, 2023. The Leadership Team had 18 members at December 31, 2023.

The table below reports the remuneration paid to the Chairman of the Board of Directors, the CEO, Directors and Executives and members of the Leadership Team. The Leadership Team whose membership has been expanded to 18 members replaces the Executive Committee as of 2023. Amounts are allocated pro rata to expenses of the periods in which the functions were occupied.

(€ million)	2023
Basic salary	10.7
Variable remuneration	20.1
Employer's social security charges	19.8
Complementary pension and retirement indemnities	5.5
Agreed indemnities and other components of remuneration	2.7
Total remuneration excluding performance share plans	**58.8**
Performance shares	6.1
Total remuneration of the Chairman and members of the Leadership Team	**64.9**

The maximum possible amount of Directors' fees was €1.5 million in 2023 (€1.5 million in 2022).

27-B. Renault Group's investments in associates

Details of Renault Group's investments in Nissan and in other companies accounted for under the equity method are provided in Notes 12 and 13-A.

27-C. Transactions with the French State and public companies

In the course of its business Renault Group undertakes transactions with the French State and public companies such as UGAP, EDF, La Poste, etc. These transactions, which take place under normal market conditions, represent sales of €345 million in 2023 (€211 million in 2022), an Automotive receivable of €79 million, a Sales Financing receivable of €106 million and no financing commitment at December 31, 2023 (respectively €39 million and €96 million at December 31, 2022).

27-D. Transactions with unconsolidated controlled entities

A certain number of controlled entities are not consolidated because their contribution to the consolidated financial statements is considered non-significant (Note 17).

The only company with sales of more than €100 million and/or a balance sheet value of more than €100 million is Renault Global Management, which manages Renault Group expatriates.

In 2023, the Renault Group's expenses with this company amounted to approximately €79 million (€89 million in 2022).

In Renault Group's financial position at December 31, 2023, the balances of transactions between Renault Global Management and Renault Group consist mainly of operating receivables amounting to €20 million (€75 million at December 31, 2022) and operating payables amounting to €8 million (€25 million at December 31, 2022).

Note 28 - Off-balance sheet commitments, contingent assets and liabilities, assets pledged and received as collateral

In the course of its business, Renault enters into a certain number of commitments, and is involved in litigations or subject to investigations by competition and automobile regulation authorities. Any liabilities resulting from these situations (e.g. pensions and other employee benefits, litigation costs, etc.) are covered by provisions. Details of other commitments that constitute off-balance sheet commitments and contingent liabilities are provided below (Note 28-A).

Renault also receives commitments from customers (deposits, mortgages, etc.) and may benefit from credit lines with credit institutions (Note 28-B).

28-A. Off-balance sheet commitments given and contingent liabilities, assets pledged as collateral

28-A1. Ordinary operations

The Group is committed for the following amounts:

(€ million)	2023	2022
Assets pledged as collateral by Sales Financing segment (1)	9,166	9,710
Financing commitments in favour of customers (2)- Sales Financing segment	3,092	4,208
Financial guarantees given by Sales Financing segment (3)	279	305
Other financial guarantees given (4)	676	425
Commitments related to supply contracts (5)	3,505	3,889
Commitments related to green energy contracts (6)	682	391
Firm investment orders	1,278	1,126
Lease commitments (7)	151	97
Other financing commitments	24	354
Other commitments (8)	1,017	993
Other assets pledged as collateral	60	43

(1) *Assets pledged as guarantees by the Sales Financing segment for management of its liquidity reserve are presented in Note 28-A4.*
(2) *Financing commitments in favour of customers by the Sales Financing segment will give rise to cash outflows mostly during less than one year following the year-end.*
(3) *Financial guarantees given by the Sales Financing segment will give rise to cash outflows amounting to €279 million during the 5 years following the year-end.*
(4) *Other financial guarantees given mainly concern administrations.*
(5) *These commitments include minimum payment obligations to suppliers when the Group has made a firm commitment for collection and payment. The principal new commitments in 2023 aim to secure battery supplies for electric vehicles.*
(6) *These commitments include green electricity supply contracts taken by the Group in the context of the decarbonization plan.*
(7) *Lease commitments comprise commitments relating to leases signed but not yet effective at the year-end which cannot be included in the statement of financial position as assets in progress, leases that are outside the scope of IFRS 16 and leases exempt from the accounting treatment prescribed by IFRS 16 (Note 2-L).*
(8) *Other commitments include commitments made in contracts signed as part of the new partnership to design and produce the digital architecture for the Software Defined Vehicle, commitments concerning acceleration of the Group's digitization, and share subscription commitments.*

Multi-year supply commitments will give rise to cash outflows over a period of 16 years starting from the 2023 year-end. The maximum payable within one year is €244 million at December 31, 2023 (€485 million at December 31, 2022). Irrevocable commitments at December 31, 2023 were essentially made to secure raw material and battery supplies for electric vehicles.

28-A2. Contingent liabilities

Group companies are periodically subject to tax inspections in the countries in which they operate. Accepted tax adjustments are recorded as provisions in the financial statements. Contested tax adjustments are recognized on a case-by-case basis, taking into account the risk that the proceedings or appeals undertaken may be unsuccessful. Tax liabilities are recognized via provisions when there are uncertainties over the determination of taxes.

On December 19, 2019 Renault sas received notification of a tax reassessment on transfer prices in 2016, and an additional notification was received on June 24, 2021 concerning the years 2017 and 2018. In December, 2022, the French tax authorities issued a proposed reassessment for the year 2019 relating to a further inspection covering the period 2019-2020. In July 2023, the French tax authorities addressed a proposed reassessment for the year 2020 relating to a further inspection covering the period 2019-2020. Renault Group is challenging the most significant amounts of these notifications, and no provision has been recognized in the financial statements at December 31, 2023 in connection with this matter (nor at December 31, 2022).

RESA (Renault España SA) was notified in late 2020 of a €213 million tax reassessment for transfer prices concerning the years 2013 to 2016 and of a €84 million tax reassessment for transfer prices in June 2023 concerning the years 2017 and 2019. No provision has been recognized in connection with this notification, since Renault Group considers that it has good chances of winning its case. A procedure for amicable settlement between France and Spain began in 2021. A deposit of €213 million was paid to the Spanish tax authorities (€135 million in 2020 and €78 million in 2021), recognized in non-current financial assets.

Disposals of subsidiaries or businesses by the Group generally include representations and warranties in the buyer's favour. At December 31, 2023, the Group has not identified any significant risk in connection with these operations.

Group companies are periodically subject to investigations by the authorities in the countries in which they operate. When the resulting financial consequences are accepted, they are recognized in the financial statements via provisions. When they are contested, they are recognized on a case-by-case basis, based on estimates that take into account the risk that the proceedings or appeals undertaken may be unsuccessful.

The main investigations by the competition and automotive regulation authorities in progress at December 31, 2023 concern illegal agreements and the level of vehicle emissions in Europe.

In the ongoing "emissions" affair in France, in which a formal legal investigation was opened on January 12, 2017 at the request of the Paris public prosecution office, Renault sas was officially placed under investigation for deceit on June 8, 2021.

In July 2021 Renault Group paid bail of €20 million (included in the balance sheet) to guarantee its representation throughout the proceedings and to cover payment of any damages and fines. It also issued a €60 million bank guarantee on October 8, 2021 to cover compensation for any prejudice identified. Renault Group denies having committed any offence. All Renault Group vehicles are, and always have been, type-approved in accordance with applicable laws and regulations. The potential consequences of the next steps in these ongoing proceedings cannot be reliably estimated, and no provision was recognized in connection with this matter at December 31, 2023 (nor at December 31, 2022 and 2021).

Group's sales are subject to CO_2 emission regulations, principally in the European Union but also notably in the United Kingdom, South Korea, Brazil and India.

In 2020,2021 and 2022, the three members of the Alliance - Renault, Nissan and Mitsubishi Motors Corp. – signed agreements to pool their CAFE (Corporate Average Fuel Economy) targets for the European Union. The potential noncompliance penalties payable to the authorities concerned are determined at the level of the group formed by the Alliance's three automakers. Renault did not recognize any provision in connection with the EU CAFE regulation at December 31, 2023 (nor at December 31, 2022).

A provision of €4 million was recognized for CAFE penalties payable for 2023 in South Korea (€10 million in 2022), raising the total provision for the years 2019 to 2023 to €47 million.

Group companies are also subject to the applicable regulations regarding pollution, notably of soil and ground water. These regulations vary depending on the country of location. Some of the associated environmental liabilities are potential and will only be recognized in the accounts if the activity is discontinued or the site closed. It is also sometimes difficult to determine the amount of the obligation reliably. Provisions are only established for liabilities that correspond to a legal or constructive obligation at the closing date, and can be estimated with reasonable reliability.

The Group establishes provisions for product recycling under regulatory requirements, when the practical organization of recycling operations is defined. France's "AGEC" law of February 10, 2020 to fight waste and promote a circular economy aims to extend industrial operators' legal responsibility for management of their waste. Renault Group has applied for accreditation to operate an individual system for management of end-of-life vehicles (ELVs) to meet all its recycling obligations for Renault vehicles on the road in France, and a study is in process to determine whether these obligations will be onerous.

On 15 March 2022, the European Commission conducted inspections at the premises of companies and associations active in the automotive sector located in several EU Member States. In parallel, the European Commission sent out formal requests for information to several companies active in the automotive sector. The investigation concerns possible anticompetitive collusion in relation to the collection, treatment and recovery of end-of-life (ELV) cars and vans, relating in particular to (i) the compensation of ELV collection, treatment, and recovery companies, and (ii) the use of data relating to the recyclability or recoverability of ELVs in advertising materials.

Renault was one of the companies visited on 15 March 2022. In parallel, Renault has received a request for information from the UK Competition and Markets Authority (CMA), which is investigating similar conduct. Renault has replied to the European Commission's and the CMA's requests for information.

The possible consequences of the ongoing investigation cannot be reliably estimated at this stage and no provision in connection with this matter has been recorded at December 31, 2023.

28-A3. Share purchase commitments given

When the Group grants put options to minority shareholders to sell their investments in fully consolidated companies, a liability corresponding to the option is recognized, with a reduction in shareholders' equity – non-controlling interests' share.

Put options granted by the Group to minority shareholders concern Banco RCI Brasil SA, Rombo Compania Financiera, RCI Colombia SA and RCI Financial Services s.r.o. The consequences for the financial statements are explained in Note 18-H.

Partnership agreements were signed in 2018 with Oyak in Turkey, including perfectly symmetrical put and call options for non-controlling investments, entitling Renault sas, subject to certain conditions, to purchase Oyak's shares in Oyak Renault (call) and to sell its shares in MAIS (put), and entitling Oyak to sell its shares in Oyak Renault (put) and purchase Renault sas's shares in MAIS (call). The exercise price for the put option, if exercised, will be determined by three independent experts who would be appointed at the exercise date. Analysis of the contracts did not identify any circumstances beyond the control of Renault Group that could lead to Oyak's put option exercised without Renault Group being able to object. Consequently, no liability was recognized at December 31, 2023 or December 31, 2022 in connection with these options.

28-A4. Assets pledged as guarantees for management of the liquidity reserve

For management of its liquidity reserve, the Sales Financing segment has access to the monetary policy operations of the European Central Bank (ECB) and the Bank of England (BOE).To benefit from European Central Bank monetary policy operations, the segment has provided guarantees to the Banque de France (under France's central collateral management system 3G - Gestion Globale des Garanties) in the form of assets with book value of €8,252 million at December 31, 2023 (€8,907 million at December 31, 2022). These assets comprise €7,072 million of shares in securitization vehicles and €1,180 million of Sales Financing receivables (€7,647 million of shares in securitization vehicles and €1,260 million of Sales Financing receivables at December 31, 2022). The financing provided by the Banque de France against these guarantees amounts to €1,850 million at December 31, 2023 (€3,250 million at December 31, 2022). To benefit from Bank of England monetary policy operations, the Sales Financing segment has provided guarantees to the Bank of England's TFSME (Term Funding Scheme for SMEs) in the form of assets with book value of £795 million (€914 million) consisting of a self-subscribed securitization program and a bond. The financing received from the Bank of England against these guarantees amounts to €471 million at December 31, 2023. All assets provided as guarantees to the Banque de France and the Bank of England remain in the balance sheet.

28-B. Off-balance sheet commitments received, contingent assets and assets received as collateral

(€ million)	2023	2022
Buy-back commitments received by the Sales Financing segment (1)	9,723	6,506
Financial guarantees received	3,871	3,390
Including Sales Financing segment (2)	*3,593*	*3,250*
Assets received as collateral	2,822	2,811
Including Sales Financing segment (2)	*2,757*	*2,736*
Other commitments received	98	162

(1) Commitments received by the Sales Financing segment for dealership sales by Nissan and other entities for repurchase of leased vehicles at the end of the lease.

(2) In the course of its sales financing activity for new or used vehicles, the Sales Financing segment has received financial guarantees from its customers amounting to €3,593 million and assets pledged by customers as collateral amounting to €2,757 million at December 31, 2023(€3,250 million and €2,736 million respectively at December 31, 2022) (Note 15-E).

Off-balance sheet commitments received concerning confirmed opened credit lines are presented in Note 25-B1.

Commitments received – share purchase options

The Group had a call option to increase its investment in Whylot to 70% and take control of the company by 2023 (Note 3). In view of the development prospects for Whylot, which will require revenue diversification beyond the automotive segment, when its financing strategy was defined the parties agreed to suspend this call option temporarily.

The Group holds derivative instruments to subscribe to future capital increases by Verkor, without taking control of the company. No liability is recognized in connection with this commitment.

The agreement for the sale by Renault Group of its investments in Renault Russia and the AVTOVAZ Group, which took place on May 15, 2022, gives Renault Group an option to buy back its investment in Lada Auto Holding (the parent company of AVTOVAZ), exercisable during three 90-day periods starting on May 15, 2024, 2026 and 2028. The exercise price of this option is one rouble, plus a commitment by Renault Group to make a cash contribution to AVTOVAZ over 4 years, of an amount to be determined at Renault Group's discretion by reference to the sum of non-refundable subsidies received from the Russian State, cash contributions to assets and/or the share capital of AVTOVAZ, and the accumulated profits of the AVTOVAZ Group calculated under IFRS between the date of Renault's sale of its investment in AVTOVAZ and the date at which the repurchase option is exercised.

The amount of this contribution will determine the ownership interest acquired by Renault Group (between 51% and 67.69%). A €400 million contribution will automatically give the Group a 51% investment.

The derivative corresponding to this option has nil value at December 31, 2023 (as at December 31, 2022).

Note 29 - Subsequent events

The acquisition of Mobility Concept and MeinAuto, two divisions of leading German vehicle leaser MeinAuto Group, by Mobilize Lease&Co, a subsidiary of Mobilize Financial Services, was completed on January 2, 2024. This aim of this transaction to accelerate the growth and deployment of long-term leasing offerings in Germany.

Note 30 - Consolidated companies

30-A. Fully consolidated companies (subsidiaries)

Renault Group's interest (%)	Country	December 31, 2023	December 31, 2022
Renault SA	France	Consolidating company	Consolidating company
AUTOMOTIVE			
France			
Renault sas	France	100	100
Alpine Racing sas	France	100	100
Alpine Cars [(1)]	France	100	100
Ampere Cléon	France	100	100
Ampere Electricity	France	100	100
Ampere Holding [(1)]	France	100	-
Ampere sas [(1)]	France	100	-
Ampere Software Technology	France	100	100
Auto Châssis International (ACI Le Mans)	France	100	100
ACI Villeurbanne	France	100	100
Ingénierie de la Division des Véhicules Electriques (IDVE) [(2)]	France	-	100
Ingénierie de la Division des Véhicules Utilitaires (IDVU)	France	100	100
Manufacture Alpine Dieppe Jean Rédélé	France	100	100
Maubeuge Construction Automobile (MCA) [(2)]	France	-	100
Mobilize Ventures	France	100	100
Qstomize [(1)]	France	100	100
ReKnow University	France	100	100
Renault Développement Industriel et Commercial (RDIC)	France	100	100
Renault Digital [(1)]	France	100	100
Renault DREAM (RDREAM)	France	100	100
Renault Retail Group and subsidiaries	France	100	100
Renault Samara (France) [(2)]	France	-	100
Société Immobilière pour l'Automobile (SCIA)	France	100	100
Société Immobilière de Construction Française pour l'Automobile et la Mécanique (SICOFRAM) and subsidiary	France	100	100
Société Immobilière d'Epône	France	100	100
Société Immobilière Renault Habitation (SIRHA)	France	100	100
Sci Plateau de Guyancourt	France	100	100
SNC Renault Douai [(2)]	France	-	100
SNC Renault Flins	France	100	100
SNC Renault Sandouville	France	100	100
Société de Transmissions Automatiques (STA) [(2)]	France	-	100
Société de véhicules Automobiles de Batilly (SOVAB)	France	100	100
SODICAM 2	France	100	100
Sofrastock International	France	100	100
Technologie et Exploitation Informatique (TEI) [(2)]	France	-	100
The Future is NEUTRAL (ex. Renault Environnement)	France	100	100
Europe			
Renault Deutschland AG and subsidiaries	Germany	100	100
Renault Österreich GmbH	Austria	100	100
Renault Belgique Luxembourg	Belgium	100	100
Renault Industrie Belgique (RIB)	Belgium	100	100
Renault Nissan Bulgaria EAD [(2)]	Bulgaria	-	100
Horse Powertrain Solutions, S.L.	Spain	100	100
Horse Powertrain Spain, S.L.	Spain	100	100
Qstomize Espana, S.L. [(1)]	Spain	100	100
Renault España Comercial SA (RECSA) and subsidiaries	Spain	100	100
Renault España SA	Spain	100	100
Renault Irlande [(2)]	Ireland	-	100
Renault Italia	Italy	100	100
Motor Reinsurance Company	Luxembourg	100	100
Renault Group b.v.	Netherlands	100	100
Renault Nederland	Netherlands	100	100
Renault Polska	Poland	100	100
Renault Portugal	Portugal	100	100
West Horse Powertrain Portugal	Portugal	100	100
Renault Ceska republica	Czech Republic	100	100
Grigny UK Ltd	United Kingdom	100	100
Alpine Racing Ltd.	United Kingdom	76	100
Renault UK and subsidiary	United Kingdom	100	100
Automobile Dacia	Romania	99	99

Horse Romania SA.	Romania	100	100
Renault Commercial Roumanie SRL	Romania	100	100
Renault Technologie Roumanie SRL	Romania	100	100
Renault Slovensko Spol. S Ro	Slovakia	100	100
Renault Tech Novo Mesto d.o.o. (1)	Slovenia	100	100
Revoz D.d.	Slovenia	100	100
Renault Finance	Switzerland	100	100
Renault Suisse SA	Switzerland	100	100
Africa & Middle East			
Renault Algérie Spa	Algeria	100	100
Renault Commerce Maroc	Morocco	80	80
Renault Maroc Services	Morocco	100	100
Renault Tanger Exploitation	Morocco	100	100
Renault Tanger Méditerranée	Morocco	100	100
Société Marocaine de Construction Automobile (SOMACA)	Morocco	98	98
Americas			
Horse Argentina SA	Argentina	100	100
Renault Argentina SA and subsidiaries	Argentina	100	100
Horse Brasil SA (1)	Brazil	98	-
Renault do Brasil Comercio e Participacoes Ltda.	Brazil	100	100
Renault Do Brasil SA	Brazil	100	100
Horse Chile SpA	Chile	100	100
Renault Centro de Servicios Compartidos sas (2)	Colombia	-	100
Sociedad de Fabricación de Automotores SA (SOFASA)	Colombia	100	100
Renault México SA de CV	Mexico	100	100
Asia Pacific			
Vehicule Distributors Australia Pty Ltd. (2)	Australia	-	100
Jiangxi Jianling Group Electric Vehicule Co., Ltd. (2)	China	-	50
Jiangxi Jianling Group Electric Vehicule Sales Co., Ltd. (2)	China	-	50
Kunming Furui Electric Vehicles Sales Service Co., Ltd. (2)	China	-	50
Renault Beijing Automotive Co., Ltd.	China	100	100
Renault Korea Motors Co., Ltd	South Korea	53	53
Renault India Private Ltd.	India	100	100
Renault Treasury Services Pte. Ltd.	Singapore	100	100
Eurasia			
Oyak Horse A.S. (1)	Turkey	52	-
Oyak Renault Otomobil Fabrikalari	Turkey	52	52
Renault Group Otomotiv	Turkey	100	100
Renault Ukraine	Ukraine	100	100
SALES FINANCING			
France			
Bipi Mobility France	France	100	100
Diac SA	France	100	100
Diac Location SA	France	100	100
Mobilize Insurance sas (1)	France	100	-
Mobilize Lease&Co sas (1)	France	100	-
RCI Banque SA	France	100	100
Europe			
Bipi Mobility Germany GmbH (1)	Germany	100	-
RCI Versicherungs-Service GmbH	Germany	100	100
RCI Financial Services SA	Belgium	100	100
Autofin SA	Belgium	100	100
Bipi Mobility SL	Spain	100	100
Overlease SA	Spain	100	100
RCI ZRT	Hungary	100	100
Bipi Mobility Italy S.R.L	Italy	100	100
ES Mobility S.R.L.	Italy	100	100
RCI Insurance Ltd	Malta	100	100
RCI Life Ltd	Malta	100	100
RCI Services LTD	Malta	100	100
RCI Usluge d.o.o	Croatia	100	100
RCI Financial Services b.v.	Netherlands	100	100
Bipi Mobility Netherlands B.V.	Netherlands	100	100
RCI Leasing Polska Sp. z.o.o.	Poland	100	100
RCI Gest Seguros - Mediadores de Seguros, Lda	Portugal	100	100
RCICOM, SA	Portugal	100	100
RCI Finance SK S.r.O.	Slovakia	100	100
RCI Finance CZ, s.r.o.	Czech Republic	100	100

RCI Financial Services s.r.o.	Czech Republic	50	50
RCI Lizing d.o.o.	Slovenia	100	100
RCI Broker De Asigurare	Romania	100	100
RCI Finantare Romania S.r.L.	Romania	100	100
RCI Leasing Romania IFN SA	Romania	100	100
Mobilize Lease & Co Ltd (1)	United Kingdom	85	-
RCI Financial Services Ltd	United Kingdom	100	100
RCI Bank UK Limited	United Kingdom	100	100
Bipi Mobility UK Limited	United Kingdom	100	100
RCI Finance SA	Switzerland	100	100
Africa & Middle East			
RCI Finance Maroc	Morocco	100	100
RDFM S.A.R.L.	Morocco	100	100
Americas			
Courtage SA	Argentina	100	100
Rombo Compania Financiera SA	Argentina	60	60
Administradora de Consorcio RCI Brasil Ltda	Brazil	100	100
Banco RCI Brasil SA	Brazil	60	60
RCI Brasil Servicios e Participaçoes Ltda	Brazil	100	100
Corretora de Seguros RCI do Brasil SA	Brazil	100	100
RCI Colombia, SA Compania de Financiamento	Colombia	51	51
RCI Servicios Colombia SA	Colombia	100	100
Asia Pacific			
RCI Financial Services Korea CO, Ltd.	South Korea	100	100
RCI Insurance Service Korea Co, Ltd.	South Korea	100	100
Eurasia			
LLC RNL LEASING (2)	Russia	-	100
MOBILITY SERVICES			
France			
Elto Holding	France	100	100
Glide.io	France	100	100
Renault Mobility As an Industry	France	100	100
Karhoo (France) sas	France	93	93
GareConnect	France	93	93
Europe			
Elto DACH GmbH	Germany	51	51
Elto BeLux	Belgium	51	51
Elto Iberia Sociedad Limitada	Spain	60	60
Coolnagour Limited t/a iCabbi	Ireland	100	100
Taxi Alliance Software Ltd. (1)	Ireland	96	97
Javelin Payments Limited IRL	Ireland	100	-
Elto Italy S.r.l.	Italy	100	100
Coolnagour UK Limited	United Kingdom	98	100
Elto UK	United Kingdom	100	100
Javelin Payments UK Limited	United Kingdom	100	-
Flit Technologies Ltd. (1)	United Kingdom	93	93
SCT Systems Limited t/a DiSC	United Kingdom	100	100
Karhoo Europe UK Ltd	United Kingdom	93	93
Como Urban Mobility Ltd	United Kingdom	47	47
Flit Technologies Poland SP. Z O.O.	United Kingdom	93	93
Car Sharing Mobility Services SL (Zity)	Spain	100	50
Americas			
Original Software LTDA	Brazil	100	100
iCabbi Canada, Incorporation	Canada	100	100
iCabbi USA, Incorporation	USA	100	100
Karhoo Americas Inc	USA	93	93
Asia Pacific			
iCabbi Australia PTY LTD	Australia	100	100

(1) First consolidated in 2023 (Note 3-A)
(2) Sold or merged and deconsolidated in 2023.

30-B. Companies consolidated based on the percentage interest in each balance sheet and income statement item (joint operations)

Renault Group's interest (%)	Country	December 31, 2023	December 31, 2022
Renault Nissan Technology & Business Center India Private Limited (RNTBCI) [1]	India	67	67

(1) *The Group holds 50% of the voting rights of the Indian company RNTBCI.*

30-C. Companies accounted for under the equity method (associates and joint ventures)

Renault Group's interest (%)	Country	December 31, 2023	December 31, 2022
AUTOMOTIVE			
Renault Algérie Production	Algeria	49	49
Mobility Trader Holding Gmbh	Germany	1	3
ToKai 2 GmbH	Germany	15	15
EGT New Energy Automotive Co, Ltd.	China	25	25
Renault Brilliance Jinbei Automotives Company Ltd.	China	49	49
Boone Comenor Metalimpex	France	33	33
HyVia	France	50	50
Indra Investissements sas	France	50	50
ToKai 1 [1]	France	15	15
Verkor	France	19	24
Whylot	France	21	21
Minth ElectriCity Technology	France	30	-
Renault Nissan Automotive India Private Limited	India	30	30
Groupe Nissan	Japan	44	44
Beyonca HK Limited	Hong Kong	14	14
Alliance Ventures B.V.	Netherlands	40	40
Motorlu Araclar Imal ve Satis AS (MAIS)	Turkey	49	49
SALES FINANCING			
Mobility Trader Holding Gmbh	Germany	7	5
Renault Crédit Car SA	Belgium	50	50
Nissan Renault Financial Services India Private Limited	India	30	30
RN SF b.v.	Netherlands	50	50
Bank Austria Renault Nissan b.v.	Netherlands	30	30
Select Vehicle Group Holdings Limited [1]	United Kingdom	37	-
RN Bank [2]	Russia	-	30
ORFIN Finansman Anonim Sirketi	Turkey	50	50
MOBILITY SERVICES			
Elto France	France	40	40

(1) *First consolidated in 2023 (Note 3-A)*
(2) *Sold and deconsolidated in* 2023

In application of regulation 2016-09 of December 2, 2016 issued by the French Accounting Standards Authority (Autorité des Normes Comptables), the Group makes the following information available to third parties on its website group.renault.com, in the "Documents & Presentations" section of the "Finance" pages from the date of publication of the 2022 Universal Registration Document:

- a full list of consolidated companies;
- a list of companies classified as "unconsolidated investments", namely:
  - investments in companies not controlled exclusively by Renault, which are included in non-current financial assets (Note 22);
  - investments in companies that are controlled exclusively by Renault and not consolidated, which are classified as other current assets (Note 17).