



## Lead the Charge Automaker Supply Chain Scorecard - 2025 Edition

The aim of this scorecard is to establish a new expectation – and competitive advantage – for what a clean car really is. Not just an EV, but an EV that is manufactured:

- **Equitably** – respecting and advancing the rights of Indigenous Peoples, workers, and local communities throughout the supply chain.
- **Sustainably** – preserving and restoring environmental health and biodiversity across supply chains, whilst reducing primary resource demand through efficient resource use and increased recycled content.
- **Fossil free** – 100% electric and made with a fossil fuel-free supply chain.

The indicator development for the scorecard was led by Pensions & Investment Research Consultants (PIRC), Europe's largest independent corporate governance and shareholder advisory firm, whose work was guided by members of the Lead the Charge coalition. [Please refer to the accompanying methodology document](#) for more information on the indicator development and research process.

This document contains the scores obtained by each automaker for each indicator of the scorecard, as well as explanations for why they were awarded these scores and information on the thresholds and benchmarks used for each indicator.

### Navigating this document

This document has several worksheets which present the data from the scorecard with differing levels of detail:

[2. Summary | Overall - - this worksheet presents the total scores the automakers received for each of the two main categories \(climate & environment, and human rights\), as well as the total scores for each of their four sub-categories.](#)

[3. Summary | Climate & Environment - this worksheets presents the scores for each indicator of the climate and environment category, which looks at automakers' efforts to ensure fossil-free and environmentally responsible supply chains.](#)

[4. Summary | Respect for Human Rights - this worksheet presents the scores for each indicator of the human rights categories, which looks at efforts by automakers to ensure responsible sourcing and respect for human rights throughout their supply chain](#)

[5. Auto Review | Climate & Environment - this worksheet also presents automakers' scores for each indicator in the climate & environment category but additionally includes the explanation and references for each score they received, as well as information on the respective benchmarks and thresholds applied to each indicator.](#)

[6. Auto Review | Respect for Human Rights - this worksheet also presents automakers' scores for each indicator in the human rights category but additionally includes the explanation and references for each score they received, as well as information on the respective benchmarks and thresholds applied to each indicator.](#)

[7. New Indicators | Not For Publication in 2025 Edition - this worksheet presents the scoring of new indicators that have been developed this year \(see the attached methodology for more information\). These indicators will not be included in the public version of the 2025 Leaderboard: scores are only shared with automakers and within the Lead the Charge network.](#)

[8. Weightings - this worksheet provides an overview of the weighting methodology applied to the groups of indicators used for each sub-category. Please see the accompanying methodology document for more information on this weighting methodology](#)

[8. 3rd Party Schemes Assessment - this worksheet shows the results of the assessment of third party auditing and accreditation schemes, which results in point modifiers being applied to some indicators. Please see the accompanying methodology document for more information on this assessment.](#)

Auto	Total score	Fossil Free and Environmentally Sustainable Supply Chains						Human rights and Responsible Sourcing					BEV % of total vehicle sales <sup>^</sup>
		General	Steel	Aluminium	Batteries	Total	Total x IM <sup>~</sup>	General	Transition minerals	Indigenous rights	Workers' rights	Total	
Ford	42%	45%	21%	35%	19%	30%	33%	69%	89%	20%	28%	52%	
Tesla	43%	42%	22%	33%	36%	33%	40%	60%	69%	26%	27%	46%	
Mercedes	41%	54%	24%	24%	37%	35%	38%	68%	40%	21%	50%	45%	
BMW	29%	60%	11%	1%	15%	22%	20%	64%	42%	12%	39%	39%	
Volkswagen	32%	51%	15%	4%	30%	25%	27%	69%	42%	6%	33%	37%	
Volvo	38%	32%	57%	44%	15%	37%	45%	62%	35%	4%	26%	32%	
Stellantis*	23%	36%	3%	4%	24%	17%	15%	68%	33%	0%	21%	31%	
GM	23%	28%	18%	21%	7%	19%	21%	47%	25%	11%	19%	25%	
Hyundai*	21%	44%	12%	4%	9%	17%	19%	48%	27%	0%	20%	24%	
Renault*	23%	47%	9%	9%	35%	25%	22%	44%	19%	6%	24%	23%	
Kia*	16%	29%	8%	0%	8%	11%	12%	39%	19%	0%	20%	20%	
Geely	18%	34%	16%	16%	11%	19%	19%	40%	14%	2%	12%	17%	
Honda	10%	15%	0%	0%	1%	4%	4%	32%	21%	0%	11%	16%	
Toyota	10%	15%	0%	0%	6%	5%	5%	22%	23%	0%	17%	16%	
Nissan*	12%	20%	11%	11%	4%	12%	12%	28%	9%	0%	12%	12%	
BYD	6%	5%	0%	0%	9%	3%	4%	17%	6%	0%	6%	7%	
GAC	4%	13%	0%	0%	10%	6%	6%	4%	2%	0%	0%	2%	
SAIC	1%	1%	0%	0%	7%	2%	2%	0%	0%	0%	0%	0%	

\*EV Volumes groups sales by of Hyundai-Kia and the Renault-Nissan-Mitsubishi alliance. They have been evaluated separately as they have different supply chain practices and policies and for ease, their EV Aug YTD sales were evenly split between them

<sup>~</sup>InfluenceMap scores were applied as a multiplier on the C&E section. Autos with a C or above received positive multiplier; below received negative, and autos not evaluated by InfluenceMap received no change. See the Climate & Environment review sheet for details. <https://automotive.influencemap.org/>

<sup>^</sup> EV-Volumes OEM Share tracker. All figures are cumulative annual values from January 2023 up to and including July 2023. The data covers passenger vehicles only and includes Europe, China, Korea, Japan, the United States and Canada.

LINKED DATA

Sub-section	Indicator Category	Indicators	Total Number of Points	Renault Points	
<b>1. Fossil Free and Environmentally Sustainable Supply Chains (General)</b>	<b>1.1. Disclosure of emissions, water and deforestation management</b>	1.1.1. The company discloses total scope 3 GHG emissions due to purchased goods and services.	2	2	
		1.1.2. The company discloses "significant emissions" in its supply chain.	1	0	
		1.1.3. The company discloses water usage by key suppliers in its supply chain.	1	0	
		1.1.4. The company discloses deforestation and conversion-free commodity volumes from its supply chain	1	0	
		<b>DISCLOSE TOTAL</b>	<b>5</b>	<b>2</b>	
		<b>DISCLOSE NORMALIZED</b>	<b>1.0</b>	<b>0.4</b>	
		<b>DISCLOSE %</b>		<b>40%</b>	
	<b>1.2. Target-setting and progress towards fossil free and environmentally sustainable supply chains</b>	1.2.1. The company has set and disclosed a scope 3 SBT (must include reference to upstream/purchased goods & not only 'Well to Wheel')	2	2	
		1.2.2. The company commits to having suppliers provide science-based targets for GHG emissions.	1	0.75	
		1.2.3. The company discloses the current percentage of suppliers providing science-based targets.	1	0.5	
		1.2.4. The company requires all significant suppliers to set water reduction targets and disclose their water usage.	1	0.5	
		1.2.5. The company has programs in place to monitor suppliers for compliance with GHG emissions targets and other environmental impacts.	1	0.25	
		1.2.6. The company commits to eliminate deforestation and the conversion of all natural ecosystems from their supply chains.	1	0.5	
		<b>TARGET-SETTING &amp; PROGRESS TOTAL</b>	<b>7</b>	<b>4.5</b>	
		<b>TARGET-SETTING &amp; PROGRESS NORMALIZED</b>	<b>1.5</b>	<b>1.0</b>	
		<b>TARGET-SETTING &amp; PROGRESS %</b>		<b>64%</b>	
	<b>1.3. Use of supply chain levers to achieve fossil free and environmentally sustainable supply chains</b>	1.3.1. The company incentivises suppliers to reduce GHG and other significant air emissions.	1	0.75	
		1.3.2. The company implements incentives and control systems to improve water management by suppliers	1	0.2	
		1.3.3. The company implements incentives and control systems to eliminate deforestation from its supply chain	1	0.2	
		<b>SUPPLY CHAIN LEVERS TOTAL</b>	<b>3</b>	<b>1.15</b>	
		<b>SUPPLY CHAIN LEVERS NORMALIZED</b>	<b>2.0</b>	<b>0.8</b>	
		<b>SUPPLY CHAIN LEVERS %</b>		<b>38%</b>	
	<b>GENERAL CLIMATE AND ENVIRONMENT - TOTAL NORMALIZED</b>			4.5	2.1
	<b>GENERAL CLIMATE AND ENVIRONMENT - TOTAL % SCORE (WEIGHTED)</b>				<b>47%</b>
	<b>2. Fossil Free and Environmentally Sustainable Steel</b>	<b>2.1. Disclosure of scope 3 GHG emissions due to steel supply chains</b>	2.1.1. The company discloses disaggregated GHG emissions for their steel supply chains.	1	0
			<b>DISCLOSE TOTAL</b>	<b>1</b>	<b>0</b>
			<b>DISCLOSE NORMALIZED</b>	<b>1.0</b>	<b>0.0</b>
<b>DISCLOSE %</b>				<b>0%</b>	
<b>2.2. Target setting</b>		2.2.1. The company has set targets for the use of fossil free and environmentally sustainable steel.	2	0.4	

Sub-section	Indicator Category	Indicators	Total Number of Points	Renault Points	
	<b>and progress towards fossil free and environmentally sustainable steel supply chains</b>	2.2.2. The company publishes progress towards their target by disclosing the current percentage of low-CO2 steel in their annual production cycle.	1	0	
		2.2.3. The company has a target for the use of secondary/ scrap steel by 2030.	2	0	
		2.2.4. The company publishes progress towards their target by disclosing the current percentage of recycled steel used in its annual production cycle.	1	0.5	
		<b>TARGET-SETTING &amp; PROGRESS TOTAL</b>	<b>6</b>	<b>0.9</b>	
		<b>TARGET-SETTING &amp; PROGRESS NORMALIZED</b>	<b>1.5</b>	<b>0.2</b>	
		<b>TARGET-SETTING &amp; PROGRESS %</b>		<b>15%</b>	
	<b>2.3. Use of supply chain levers to achieve fossil free and environmentally sustainable steel supply chains</b>	2.3.1. The company participates in multi-stakeholder procurement initiatives to collaborate with other buyers to incentivise investment in and production of fossil free steel at scale.	1	0	
		2.3.2. The company participates in multi-stakeholder standard / certification initiatives to drive investment in and production of socially and environmentally sustainable steel at scale.	1	0	
		2.3.3. The company has entered into formal arrangements with suppliers to incentivise investment in and greater production of fossil free steel.	2	0	
		2.3.4. The company integrates improved recyclability of steel into automobile design and manufacture.	2	0.5	
		<b>SUPPLY CHAIN LEVERS TOTAL</b>	<b>6</b>	<b>0.5</b>	
		<b>SUPPLY CHAIN LEVERS NORMALIZED</b>	<b>2.0</b>	<b>0.2</b>	
		<b>SUPPLY CHAIN LEVERS %</b>		<b>8%</b>	
		<b>STEEL - TOTAL NORMALIZED</b>	4.5	<b>0.4</b>	
		<b>STEEL - TOTAL % SCORE (WEIGHTED)</b>		<b>9%</b>	
	<b>3.Fossil Free and Environmentally Sustainable Aluminium</b>	3.1. Disclosure of scope 3 GHG emissions due to aluminium	3.1.1. The company discloses disaggregated GHG emissions for their aluminium supply chains.	1	0
			<b>DISCLOSE TOTAL</b>	<b>1</b>	<b>0</b>
<b>DISCLOSE NORMALIZED</b>			<b>1.0</b>	<b>0.0</b>	
<b>DISCLOSE %</b>				<b>0%</b>	
3.2. Target setting and progress towards fossil free and environmentally sustainable aluminium supply chains		3.2.1 The company has set targets for the use of fossil free and environmentally sustainable aluminium	2	0.5	
		3.2.2. The company publishes progress towards their target by disclosing the current percentage of low-co2 aluminium in their annual production cycle	1	0	
		3.2.3. The company has a target to increase use of secondary/scrap aluminium by 2030.	2	0	
		3.2.4. The company publishes progress towards their target by disclosing the current percentage of recycled aluminium used in its annual production cycle	1	0.5	
		<b>TARGET-SETTING &amp; PROGRESS TOTAL</b>	<b>6</b>	<b>1</b>	
		<b>TARGET-SETTING &amp; PROGRESS NORMALIZED</b>	<b>1.5</b>	<b>0.3</b>	
		<b>TARGET-SETTING &amp; PROGRESS %</b>		<b>17%</b>	
3.3. Use of supply chain levers to		3.3.1. The company participates in multi-stakeholder procurement initiatives to collaborate with other buyers to incentivise investment in and production of fossil free aluminium at scale.	1	0	

Sub-section	Indicator Category	Indicators	Total Number of Points	Renault Points	
	achieve fossil free and environmentally sustainable aluminium supply chains	3.3.2. The company participates in multi-stakeholder standard / certification initiatives to drive investment in and production of socially and environmentally sustainable aluminium	1	0	
		3.3.3. The company has entered into formal arrangements with suppliers to incentivise investment in and greater production of fossil free aluminium	2	0	
		3.3.4. The company integrates improved recyclability of aluminium into automobile design and manufacturing process.	2	0.5	
		<b>SUPPLY CHAIN LEVERS TOTAL</b>	<b>6</b>	<b>0.5</b>	
		<b>SUPPLY CHAIN LEVERS NORMALIZED</b>	<b>2.0</b>	<b>0.2</b>	
		<b>SUPPLY CHAIN LEVERS %</b>		<b>8%</b>	
		<b>ALUMINIUM - TOTAL NORMALIZED</b>		<b>4.5</b>	<b>0.4</b>
<b>ALUMINIUM - TOTAL % SCORE (WEIGHTED)</b>				<b>9%</b>	
<b>4. Fossil Free and Environmentally Sustainable Batteries</b>	4.1. Disclosure of scope 3 GHG emissions due to battery supply chains	4.1.1. The company discloses disaggregated scope 3 emissions for their battery supply chains, including a total for the whole battery and disaggregated emissions for key battery minerals (cathode / anode active materials)	1	0	
		<b>DISCLOSE TOTAL</b>	<b>1</b>	<b>0</b>	
		<b>DISCLOSE NORMALIZED</b>	<b>1.0</b>	<b>0.0</b>	
		<b>DISCLOSE %</b>		<b>0%</b>	
	4.2. Target setting and progress towards fossil free and environmentally sustainable battery supply chains	4.2.1. The company has set a target to produce fossil free and environmentally sustainable batteries.	1	0.5	
		4.2.2. The company has set a target to reduce reliance on energy intensive minerals in battery production.	1	1	
		4.2.3. The company has set collection and/or recovery targets for high intensity battery metals.	1	0.25	
		<b>TARGET-SETTING &amp; PROGRESS TOTAL</b>	<b>3</b>	<b>1.75</b>	
		<b>TARGET-SETTING &amp; PROGRESS NORMALIZED</b>	<b>1.5</b>	<b>0.9</b>	
	<b>TARGET-SETTING &amp; PROGRESS %</b>				<b>58%</b>
	4.3. Use of supply chain levers to achieve fossil free and environmentally sustainable battery supply chains	4.3.1. The company requires all battery manufacturers to use 100% renewable electricity	2	0	
		4.3.3. Company enters into formal agreements (inclusive of joint ventures and investments) with extractives and other value chain companies to reduce the environmental impact of lithium sourcing.	1	0.5	
		4.3.4. Company enters into formal agreements (inclusive of joint ventures and investments) with extractives and other value chain companies to reduce the environmental impact of nickel sourcing.	1	0.25	
		4.3.5. Company enters into formal agreements (inclusive of joint ventures and investments) with extractives and other value chain companies to reduce the environmental impact of cobalt sourcing.	1	0.25	
		4.3.6. The company participates in multi-stakeholder initiatives to collaborate with other buyers to incentivise investment in and production of fossil free and environmentally sustainable batteries at scale.	1	1	
		4.3.7. The company invests in the development of new battery chemistries & technologies that reduce their overall material and carbon footprint by reducing the use of emissions-intensive minerals and toxic materials (such as persistent organic pollutants (POPs))	2	0.5	

Sub-section	Indicator Category	Indicators	Total Number of Points	Renault Points
		4.3.8. The company invests in the development of new battery designs, technologies, systems and/or processes to maximize the recyclability of EV batteries	1	0.5
		4.3.9. The company has established processes for battery repair, reuse and repurposing in order to maximize the usable lifespan of its EV batteries.	1	0.5
		4.3.10. The company has established closed-loop processes in order to maximize the recycling of end-of-life EV batteries	1	0.25
		<b>SUPPLY CHAIN LEVERS TOTAL</b>	<b>11</b>	<b>3.75</b>
		<b>SUPPLY CHAIN LEVERS NORMALIZED</b>	<b>2.0</b>	<b>0.7</b>
		<b>SUPPLY CHAIN LEVERS %</b>		<b>34%</b>
	<b>BATTERIES - TOTAL NORMALIZED</b>		4.5	<b>1.6</b>
	<b>BATTERIES - TOTAL % SCORE (WEIGHTED)</b>			<b>35%</b>
<b>Climate</b>	<a href="#">Influence Map</a>	Multiplier applied:		0.9

<b>CLIMATE AND ENVIRONMENT - TOTAL NORMALIZED</b>	18.0	<b>4.5</b>
<b>CLIMATE AND ENVIRONMENT - TOTAL % SCORE (WEIGHTED)</b>		<b>25%</b>
<b>CLIMATE AND ENVIRONMENT - TOTAL NORMALIZED + IM MULTIPLIER</b>		<b>4.0</b>
<b>CLIMATE AND ENVIRONMENT - TOTAL % SCORE (WEIGHTED) + IM MULTIPLIER</b>		<b>22%</b>

Sub-section	Indicator Category	Indicators	Total Number of Points	Renault Points
<b>1. Responsible Sourcing and Human Rights Due Diligence: General Indicators</b>	<b>1.1. Commit</b>	1.1.1. The company has a public commitment to human rights.	1	0
		1.1.2. The company extends their human rights commitments to their Tier 1 suppliers and beyond.	2	1
		<b>COMMIT TOTAL</b>	<b>3</b>	<b>1</b>
		<b>COMMIT NORMALIZED</b>	<b>1.0</b>	<b>0.3</b>
		<b>COMMIT %</b>		<b>33%</b>
	<b>1.2. Identify</b>	1.2.1. The company has a process in place to assess salient human rights risks in their supply chain.	1	0.75
		1.2.2. The company discloses the salient human rights risks in their supply chain and where they are located.	1	0.25
		1.2.3. The company has a process for identifying high risk supplier categories in their supply chain.	1	0.5
		<b>IDENTIFY TOTAL</b>	<b>3</b>	<b>1.5</b>
		<b>IDENTIFY NORMALIZED</b>	<b>1.5</b>	<b>0.8</b>
		<b>IDENTIFY %</b>		<b>50%</b>
	<b>1.3. Prevent, Mitigate and Account</b>	1.3.1. The company assesses the risk of adverse human rights impacts with suppliers prior to entering into any contracts.	2	0.5
		1.3.2. The company discloses how it monitors suppliers for compliance with the SCoC during the contract period.	2	0.8
		1.3.3. The company reports on how it is prepared to respond if it finds non-conformances with the SCoC	1.5	1
		1.3.4. The company discloses how they verify the implementation of corrective actions.	1	1
		<b>PREVENT, MITIGATE &amp; ACCOUNT TOTAL</b>	<b>6.5</b>	<b>3.3</b>
		<b>PREVENT, MITIGATE &amp; ACCOUNT NORMALIZED</b>	<b>2.0</b>	<b>1.0</b>
		<b>PREVENT, MITIGATE &amp; ACCOUNT %</b>		<b>51%</b>
	<b>1.4. Remedy</b>	1.4.1. The company has put in place a formal mechanism whereby workers, suppliers, suppliers' workers (in any tier) and other external stakeholders can raise grievances regarding adverse human rights impacts in their supply chain to an impartial entity.	2	0.6
		1.4.2. The company discloses data about the practical operation of their grievance mechanism, such as the number of grievances filed, addressed, and resolved, their type, severity and outcome.	1	0.25
		1.4.3. The company has put in place a remedy process.	2	1
		<b>REMEDY TOTAL</b>	<b>5</b>	<b>1.85</b>
		<b>REMEDY NORMALIZED</b>	<b>2.0</b>	<b>0.7</b>
		<b>REMEDY %</b>		<b>37%</b>
	<b>GENERAL HUMAN RIGHTS - TOTAL NORMALIZED</b>		<b>6.5</b>	<b>2.8</b>
	<b>GENERAL HUMAN RIGHTS - TOTAL % SCORE (WEIGHTED)</b>			<b>44%</b>
	<b>2. Responsible</b>	<b>2.1. Commit</b>	2.1.1. The company has a commitment to responsible metals and minerals sourcing.	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Renault Points
Sourcing of Transition Minerals		2.1.2. The company requires its suppliers to undertake due diligence in accordance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from Conflict-Affected and High Risk Areas (CAHRAs)	2	0.5
		<b>COMMIT TOTAL</b>	<b>3</b>	<b>1.25</b>
		<b>COMMIT NORMALIZED</b>	<b>1.0</b>	<b>0.4</b>
		<b>COMMIT %</b>		<b>42%</b>
	2.2. Identify	2.2.1. The company has a process in place to map transition minerals (e.g. nickel, lithium, cobalt, copper, manganese, zinc) in their supply chains to the point of extraction.	2	1
		2.2.2. The company discloses transition minerals risks in their supply chain and where they are located.	1	0
		2.2.3. The company publishes a list of smelters or refiners (SoR) in its supply chain	1	0
		2.2.4. The company discloses which of the SoRs in its supply chain are conformant with the Responsible Minerals Initiative (RMI).	1	0
		<b>IDENTIFY TOTAL</b>	<b>5</b>	<b>1</b>
		<b>IDENTIFY NORMALIZED</b>	<b>1.5</b>	<b>0.3</b>
		<b>IDENTIFY %</b>		<b>20%</b>
	2.3. Prevent, Mitigate and Account	2.3.1. The company discloses how it monitors suppliers for compliance with the transition minerals due diligence requirements.	2	0.8
		2.3.2. The company formally engages SoRs to build their capacity to conduct due diligence of their own supply chains.	2	0
		2.3.3. The company formally engages extractives companies and includes human rights clauses in any contractual arrangements.	2	0
		2.3.4. The company is a member of IRMA and actively engages their suppliers with regards to IRMA mining audits.  Note: IRMA does not excuse companies from doing their own supply chain due diligence	2	0
		2.3.5. The company reports on how it is prepared to respond if it finds non-conformances associated with its responsible minerals sourcing policy occurring in its operations or supply chains.	1.5	1
		2.3.6. The company discloses how they verify the implementation of corrective actions.	1	1
		<b>PREVENT, MITIGATE &amp; ACCOUNT TOTAL</b>	<b>10.5</b>	<b>2.8</b>
		<b>PREVENT, MITIGATE &amp; ACCOUNT NORMALIZED</b>	<b>2.0</b>	<b>0.5</b>
		<b>PREVENT, MITIGATE &amp; ACCOUNT %</b>		<b>27%</b>
		2.4. Remedy	2.4.1. The company has put in place a formal mechanism whereby grievances can be raised about SoR facilities.	1
	<b>REMEDY TOTAL</b>		<b>1</b>	<b>0</b>



Sub-section	Indicator Category	Indicators	Total Number of Points	Renault Points	
		REMEDY NORMALIZED	2.0	0.0	
		REMEDY %		0%	
		TRANSITION MINERALS - TOTAL NORMALIZED	6.5	1.3	
		TRANSITION MINERALS - TOTAL % SCORE (WEIGHTED)		19%	
<b>3. Indigenous Peoples' Rights and Free Prior and Informed Consent (FPIC)</b>	<b>3.1. Commit</b>	3.1.1. The company explicitly commits to respecting the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP).	1	1	
		3.1.2. The company has a public commitment to FPIC.	1	1	
		3.1.3. The company extends their commitment on Indigenous Peoples' rights to their Tier 1 suppliers	2	0	
		3.1.4. These commitments are translated into the languages used by the impacted Indigenous Peoples.	1	0	
		<b>COMMIT TOTAL</b>	<b>5</b>	<b>2</b>	
		<b>COMMIT NORMALIZED</b>	<b>1.0</b>	<b>0.4</b>	
		<b>COMMIT %</b>		<b>40%</b>	
	<b>3.2. Identify</b>	3.2.1. The company has a process in place to assess risks to Indigenous Peoples' rights in their supply chain to the point of extraction.	1	0	
		<b>IDENTIFY TOTAL</b>	<b>1</b>	<b>0</b>	
		<b>IDENTIFY NORMALIZED</b>	<b>1.5</b>	<b>0.0</b>	
		<b>IDENTIFY %</b>		<b>0%</b>	
	<b>3.3. Prevent, Mitigate and Account</b>	3.3.1. The company provides additional discussion regarding the practices by which suppliers must obtain FPIC	1	0	
		3.3.2. The company is a member of a multi-stakeholder group (e.g. IRMA) that includes the participation of Indigenous Peoples to ensure respect of Indigenous Peoples' rights at the point of extraction.	2	0	
		3.3.3. The company has a formal process in place to engage critical upstream suppliers on FPIC (e.g. extractives companies)	2	0	
		3.3.4. The company reports on how it is prepared to respond if it finds FPIC breaches in its supply chain.	1	0	
		<b>PREVENT, MITIGATE &amp; ACCOUNT TOTAL</b>	<b>6</b>	<b>0</b>	
		<b>PREVENT, MITIGATE &amp; ACCOUNT NORMALIZED</b>	<b>2.0</b>	<b>0.0</b>	
		<b>PREVENT, MITIGATE &amp; ACCOUNT %</b>		<b>0%</b>	
	<b>3.4. Remedy</b>	3.4.1. The company's grievance mechanism has a process for investigating and remedying breaches of FPIC that includes a formal role for impacted Indigenous Peoples.	1	0	
		<b>REMEDY TOTAL</b>	<b>1</b>	<b>0</b>	
		<b>REMEDY NORMALIZED</b>	<b>2.0</b>	<b>0.0</b>	
		<b>REMEDY %</b>		<b>0%</b>	
			<b>INDIGENOUS RIGHTS - TOTAL NORMALIZED</b>	<b>6.5</b>	<b>0.4</b>
			<b>INDIGENOUS RIGHTS - TOTAL % SCORE (WEIGHTED)</b>		<b>6%</b>

Sub-section	Indicator Category	Indicators	Total Number of Points	Renault Points	
4. Respect for Workers' Rights	4.1. Commit	4.1.1. The company has a commitment to workers' rights	1	0.5	
		4.1.2. The company extends their workers' rights commitments to their Tier 1 suppliers and beyond.	2	1	
		Note: only the specific worker rights commitments are evaluated here. Whether or not these commitments are extended beyond tier 1 suppliers is evaluated in the "General" human rights section.			
		<b>COMMIT TOTAL</b>		<b>3</b>	<b>1.5</b>
		<b>COMMIT NORMALIZED</b>		<b>1.0</b>	<b>0.5</b>
	<b>COMMIT %</b>			<b>50%</b>	
	4.2. Identify	4.2.1. The company consults trade unions and/or workers' representatives in their assessment of salient workers' rights risks in their supply chain.	1	0	
		4.2.2. The company discloses the salient workers rights risks in their supply chain and where they are located.	1	0	
		<b>IDENTIFY TOTAL</b>		<b>2</b>	<b>0</b>
		<b>IDENTIFY NORMALIZED</b>		<b>1.5</b>	<b>0.0</b>
		<b>IDENTIFY %</b>			<b>0%</b>
	4.3. Prevent, Mitigate and Account	4.3.1. The company actively collaborates with workers and the representative organisation(s) of workers' own choosing to promote respect for workers' rights in its supply chain.	2	2	
		4.3.2. The company reports on how it is prepared to respond if it finds non-conformances associated with its workers' rights policy occurring in its operations or supply chains.	1.5	1	
		4.3.3. The company works with the relevant trade union and/or worker representative organisation to verify the implementation of corrective actions pertaining to workers' rights.	2	0	
		<b>PREVENT, MITIGATE &amp; ACCOUNT TOTAL</b>		<b>5.5</b>	<b>3</b>
		<b>PREVENT, MITIGATE &amp; ACCOUNT NORMALIZED</b>		<b>2.0</b>	<b>1.1</b>
	<b>PREVENT, MITIGATE &amp; ACCOUNT %</b>			<b>55%</b>	
	4.4. Remedy	4.4.1 Workers and the representative organisations of workers' own choosing are formally included in the remedy process.	1	0	
		<b>REMEDY TOTAL</b>		<b>1</b>	<b>0</b>
		<b>REMEDY NORMALIZED</b>		<b>2.0</b>	<b>0.0</b>
		<b>REMEDY %</b>			<b>0%</b>
	<b>WORKERS' RIGHTS - TOTAL NORMALIZED</b>			<b>6.5</b>	<b>1.6</b>
	<b>WORKERS' RIGHTS - TOTAL % SCORE (WEIGHTED)</b>				<b>24%</b>
<b>HUMAN RIGHTS - TOTAL NORMALIZED</b>			<b>26.0</b>	<b>6.1</b>	

Sub-section	Indicator Category	Indicators	Total Number of Points	Renault Points
<b>HUMAN RIGHTS - TOTAL % SCORE (WEIGHTED)</b>				<b>23%</b>

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
1. Fossil Free and Environmentally Sustainable Supply Chains (General)	1.1. Disclosure of emissions, water and deforestation management	1.1.1. The company discloses total scope 3 GHG emissions due to purchased goods and services.	2	<p>The following scores are absolute, not cumulative:</p> <p><b>100%:</b> The company discloses scope 3 GHG emissions due to purchased goods and services.</p> <p><b>25%:</b> The company includes scope 3 GHG emissions including purchased goods and services in overall disclosure, but does not disaggregate.</p> <p>Note: the company may achieve additional points under each of the supply chain areas below, if they provide disaggregated emissions against each supply chain.</p>	<p>Renault discloses Scope 3 emissions for "Materials and goods (including maintenance and end-of-life treatment)" in its Universal Registration Document 2023 (p. 119).</p> <p>Renault Group – Universal Registration Document 2023</p> <p><a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf</a></p>	2
		1.1.2. The company discloses "significant emissions" in its supply chain.	1	<p>Based on GRI 305-7, significant emissions include:</p> <ul style="list-style-type: none"> <li>i. NOx</li> <li>ii. SOx</li> <li>iii. Persistent organic pollutants (POP)</li> <li>iv. Volatile organic compounds (VOC)</li> <li>v. Hazardous air pollutants (HAP)</li> <li>vi. Particulate matter (PM)</li> <li>vii. Other standard categories of air emissions identified in relevant regulations</li> </ul> <p>The following scores are absolute not cumulative:</p> <p><b>100%:</b> the company discloses significant emissions in their supply chain against all of the above categories.</p> <p><b>50%:</b> the company discloses significant emissions in their supply chain against some of the above categories.</p>	Not disclosed.	0
		1.1.3. The company discloses water usage by key suppliers in its supply chain.	1	<p>According to GRI 303, water usage includes:</p> <ul style="list-style-type: none"> <li>- water withdrawn</li> <li>- water consumed</li> <li>- water discharged</li> </ul> <p>Companies will need to define "key suppliers" and:</p> <p><b>50%:</b> provide data against some of the above indicators</p> <p><b>100%:</b> provide data against all of the above indicators</p>	Not disclosed.	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		1.1.4. The company discloses deforestation and conversion-free commodity volumes from its supply chain	1	<p><b>50%:</b> The company discloses the percentage of high-risk hard commodity volumes sourced that are compliant with the company's requirements or policies on deforestation and conversion.</p> <p>OR</p> <p><b>25%:</b> The company discloses deforestation and conversion-free commodity volumes from at least one of its key high-risk hard commodities</p> <p><b>50%:</b> The company discloses the percentage of high-risk soft commodity volumes sourced that are compliant with the company's requirements or policies on deforestation and conversion.</p> <p>OR</p> <p><b>25%:</b> The company discloses deforestation and conversion-free commodity volumes from at least one of its key high-risk soft commodities</p> <p>High-risk commodities are identified with the SBTN's High Impact Commodities List. Relevant commodities for automotive supply chains include Copper, Iron, Lithium, Nickel, Bauxite/Aluminum, Zinc and Manganese (hard commodities), and Leather and Rubber (soft commodities).</p>	Not disclosed.	0
	1.2. Target-setting and progress towards fossil free and environmentally sustainable supply chains	1.2.1. The company has set and disclosed a scope 3 SBT (must include reference to upstream/purchased goods & not only 'Well to Wheel')	2	<p><b>100%:</b> the company discloses a verified science-based scope three target that includes upstream/purchased goods, including 2050 and interim year target(s).</p> <p><b>50%:</b> the company discloses a lifecycle target that includes upstream/purchased goods, including 2050 and interim year target(s) and/or does not indicate if it has been verified as science-based.</p> <p><b>25%:</b> the company only discloses 2050 zero emissions target with no interim target and/or it does not specify upstream/purchased goods.</p>	<p>Renault has a goal to achieve net-zero carbon in Europe by 2040 and worldwide by 2050 (2023-2024 Integrated Report, p. 11). It has set interim goals and strategies by supply chain segments (p. 11). It also states that its pathway was validated by the Science-Based Targets initiative in 2019 (p. 11) and that it was the first automaker to have its GHG emissions reduction targets validated by SBTi (2021 Climate Report, p. 39).</p> <p>2023-2024 Integrated Report  <a href="https://www.renaultgroup.com/en/our-company/businesses/renault-group-integrated-report/">https://www.renaultgroup.com/en/our-company/businesses/renault-group-integrated-report/</a></p> <p>Renault Climate Report 2021  <a href="https://www.renaultgroup.com/wp-content/uploads/2021/04/climate-report-renault-group.pdf">https://www.renaultgroup.com/wp-content/uploads/2021/04/climate-report-renault-group.pdf</a></p>	2
		1.2.2. The company commits to having suppliers provide science-based targets for GHG emissions.	1	<p>The following scores are absolute not cumulative.</p> <p><b>100%:</b> the company requires all its tier 1 suppliers, and their suppliers to set science-based targets. They also require tier 2 suppliers to set science-based targets.</p> <p><b>75%:</b> the company requires all its tier 1 suppliers set science-based targets.</p> <p><b>50%:</b> the company commits to having at least 70% of its key suppliers by emissions setting science-based targets by 2025.</p> <p><b>25%:</b> company commits to having suppliers setting science-based emissions targets, but does not provide a target date or target date is after 2025.</p> <p><b>0%:</b> Company does not have a commitment.</p>	<p><u>Renault requires its suppliers to "set up internal GHG targets, based on all scopes 1, 2 &amp; 3 and validate this target via a Science Base Target assessment, and communicate progress to Renault Group" (Green Procurement Guidelines, p. 12).</u> Renault requires its suppliers to "set up internal GHG targets, based on all scopes 1, 2 &amp; 3 and validate this target via a Science Base Target assessment, and communicate progress to Renault Group" (Green Procurement Guidelines, p. 12).</p> <p><u>Renault Group Green Procurement Guidelines (November 2023)</u>  <a href="https://www.renaultgroup.com/wp-content/uploads/2023/11/renaultgroup_greenprocurementguidelines_2023.pdf">https://www.renaultgroup.com/wp-content/uploads/2023/11/renaultgroup_greenprocurementguidelines_2023.pdf</a></p>	0.75

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		1.2.3. The company discloses the current percentage of suppliers providing science-based targets.	1	<p><b>25%:</b> they disclose the current percentage of tier 1 suppliers providing science-based targets.</p> <p><b>25%:</b> they disclose the current percentage of tier 2 suppliers providing science-based targets.</p> <p><b>25%:</b> additional points for over 50% of tier 1 suppliers providing science-based targets</p> <p><b>25%:</b> additional points for all tier 1 suppliers providing science-based targets.</p>	<p>In its 2023 Climate Change Report (section C.12.1a), Renault discloses that “for this year assessment, more than 80% of Renault suppliers have completed a CO2 survey (based on purchasing amount)”. Among the suppliers invited to disclose, 82% have set emissions reductions targets.</p> <p>2023 CDP Climate Change Report  <a href="https://www.cdp.net/en/formatted_responses/responses?campaign_id=83630982&amp;discloser_id=1038282&amp;locale=en&amp;organization_name=Renault+Group&amp;organization_number=15634&amp;program=Investor&amp;project_year=2023&amp;redirect=https%3A%2F%2Fcdp.credit360.com%2Fsurveys%2F2023%2Fjwvh7d6%2F286831&amp;survey_id=82591262">https://www.cdp.net/en/formatted_responses/responses?campaign_id=83630982&amp;discloser_id=1038282&amp;locale=en&amp;organization_name=Renault+Group&amp;organization_number=15634&amp;program=Investor&amp;project_year=2023&amp;redirect=https%3A%2F%2Fcdp.credit360.com%2Fsurveys%2F2023%2Fjwvh7d6%2F286831&amp;survey_id=82591262</a></p>	0.5
		1.2.4. The company requires all significant suppliers to set water reduction targets and disclose their water usage.	1	<p><b>50%:</b> the company requires tier 1 suppliers to set water reduction targets</p> <p><b>50%:</b> the company requires tier 1 suppliers to disclose their water usage. According to GRI 303, water usage includes:</p> <ul style="list-style-type: none"> <li>- water withdrawn</li> <li>- water consumed</li> <li>- water discharged</li> </ul>	<p>Renault Group Green Procurement Guidelines (November 2023) Renault requires suppliers to report on their water consumption and waste management if requested (CSR Guidelines for Suppliers, p. 6), but not to set targets.</p> <p>Renault Group Corporate Social Responsibility Guidelines for Suppliers (November 2023)  <a href="https://www.renaultgroup.com/wp-content/uploads/2023/11/renault-group-csr-guidelines-2023-vdef.pdf">https://www.renaultgroup.com/wp-content/uploads/2023/11/renault-group-csr-guidelines-2023-vdef.pdf</a></p>	0.5
		1.2.5. The company has programs in place to monitor suppliers for compliance with GHG emissions targets and other environmental impacts.	1	<p><b>25%:</b> The company has a process that includes reducing GHGs and other environmental impacts, but lacks targets as a basis for compliance.</p> <p>or</p> <p><b>50%:</b> The company has a process that includes reducing GHGs and other environmental impacts, and includes targets as a basis for compliance.</p> <p>plus</p> <p><b>25%:</b> the company provides quantitative information of the number of suppliers audited and the tiers that are audited.</p> <p><b>25%:</b> the company provides qualitative case studies of how they have engaged suppliers on their targets.</p>	<p>In its 2023 CDP Climate Change report (section C12.1a), Renault discloses that it requests for GHG emissions and target information from its suppliers at least once a year. “For this year assessment, more than 80% of Renault suppliers have completed a CO2 survey (based on purchasing amount).”</p> <p>“Renault Group uses audits and assessments to track its suppliers’ and subcontractors’ ESG performance” (Universal Registration Document 2023, p. 212). Renault has set its own aggregate 2030 targets for “parts and materials” (-30%) and “batteries” (-35%) supply chain with 2019 as the base year, and tracks the progress towards these targets (2023 URD, p.120). However, it is unclear to what extent emission targets are mandatory for specific suppliers and included in supplier audits/monitoring.</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf</a></p> <p>2023 CDP Climate Change Report  <a href="https://www.cdp.net/en/formatted_responses/responses?campaign_id=83630982&amp;discloser_id=1038282&amp;locale=en&amp;organization_name=Renault+Group&amp;organization_number=15634&amp;program=Investor&amp;project_year=2023&amp;redirect=https%3A%2F%2Fcdp.credit360.com%2Fsurveys%2F2023%2Fjwvh7d6%2F286831&amp;survey_id=82591262">https://www.cdp.net/en/formatted_responses/responses?campaign_id=83630982&amp;discloser_id=1038282&amp;locale=en&amp;organization_name=Renault+Group&amp;organization_number=15634&amp;program=Investor&amp;project_year=2023&amp;redirect=https%3A%2F%2Fcdp.credit360.com%2Fsurveys%2F2023%2Fjwvh7d6%2F286831&amp;survey_id=82591262</a></p>	0.25

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		1.2.6. The company commits to eliminate deforestation and the conversion of all natural ecosystems from their supply chains.	1	<p>The following scores are absolute, not cumulative:</p> <p><b>100%:</b> The company has time-bound targets to eliminate deforestation and the conversion of natural ecosystems from their supply chain.</p> <p>OR</p> <p><b>100%:</b> The company has time-bound targets to eliminate sourcing of high-risk commodities from areas of High Carbon Stock (HCS) and High Conservation Value (HCV).</p> <p><b>75%:</b> The company has time-bound targets to eliminate deforestation and conversion of natural ecosystems in the supply chain of at least one of its high-risk hard commodities, and at least one soft-commodity.</p> <p>OR</p> <p><b>75%:</b> The company has time-bound targets to eliminate sourcing from areas of High Carbon Stock (HCS) and High Conservation Value (HCV) for at least one of its high-risk hard commodities, and at least one soft-commodity.</p> <p><b>50%:</b> The company has time-bound targets to eliminate deforestation and conversion of natural ecosystems in the supply chain of at least one of its high-risk commodities.</p> <p>OR</p> <p><b>50%:</b> The company has time-bound targets to eliminate sourcing from areas of High Carbon Stock (HCS) and High Conservation Value (HCV) for at least one of its high-risk commodities.</p> <p><b>25%:</b> The company has a general commitment or policy to halt deforestation and the conversion of natural ecosystems in its supply chains, which extends beyond illegal deforestation or conversion.</p>	<p>Renault has a general commitment to halt deforestation and commits to “avoid change of land use (artificialization) and over exploitation of land (deforestation)” in its Green Procurement Guidelines (p. 12).</p> <p>In its High-Level Commitment for Sustainable Natural Rubber (p. 1), Renault commits that it will work with its suppliers to source vehicle parts containing natural rubber and make sure that it “does not contribute to deforestation or destruction of critical wildlife habitats” and “protects high conservation values (HCVs) and high carbon stock (HCS) forests (the cutoff date after which deforestation or HCV degradation is considered non-compliant with this policy is 1 April 2019)”.</p> <p>Renault Group Green Procurement Guidelines (November 2023)  <a href="https://www.renaultgroup.com/wp-content/uploads/2023/11/renaultgroup_greenprocurementguidelines_2023.pdf">https://www.renaultgroup.com/wp-content/uploads/2023/11/renaultgroup_greenprocurementguidelines_2023.pdf</a></p> <p>Renault Group High-Level Commitment for Sustainable Natural Rubber  <a href="https://www.renaultgroup.com/wp-content/uploads/2022/04/20220315-rg-sustainable-nr-policy.pdf">https://www.renaultgroup.com/wp-content/uploads/2022/04/20220315-rg-sustainable-nr-policy.pdf</a></p>	0.5
	1.3. Use of supply chain levers to achieve fossil free and environmentally sustainable supply chains	1.3.1. The company incentivises suppliers to reduce GHG and other significant air emissions.	1	<p><b>50%:</b> the company specifies that sustainability and/or ESG are included as factors for choosing a preferred supplier.</p> <p><b>25%:</b> the company specifies that GHG emissions are included in the tender and contracting process.</p> <p><b>25%:</b> the company specifies that “other significant air emissions” targets are included in the tender and contracting process.</p> <p>As companies are unlikely to publish their contract information, references may be found in sustainability reports, procurement policies, etc.</p>	<p>Renault includes GHG targets in its Group CSR Guidelines (p. 6) and requests its suppliers to provide written commitment to the guidelines (p. 8). In the case of non-compliance, it may lead to temporary suspension of new RFQs to the supplier (p. 9). There is no indication about other significant air emissions in the tender and contracting process.</p> <p>Renault Group Corporate Social Responsibility Guidelines for Suppliers (November 2023)  <a href="https://www.renaultgroup.com/wp-content/uploads/2023/11/renault-group-csr-guidelines-2023-vdef.pdf">https://www.renaultgroup.com/wp-content/uploads/2023/11/renault-group-csr-guidelines-2023-vdef.pdf</a></p>	0.75

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		1.3.2. The company implements incentives and control systems to improve water management by suppliers	1	<p><b>20%:</b> The company's Supplier Code of Conduct and / or Responsible Sourcing Policy includes specific requirements for suppliers with regards to water management and conservation (e.g. having in place a water management plan).</p> <p><b>40%:</b> The company implements purchase control systems to incentivize improved water management by (potential) new suppliers (e.g. water management is explicitly taken into account in the tender process and is a factor in selecting suppliers)</p> <p><b>40%:</b> The company provides evidence of policies, systems and/or processes it has operationalized to manage risks and address impacts of water depletion/pollution by (existing) suppliers (e.g. the company provides detail of specific water risks it has identified as part of its supply chain risk assessment process; the company provides evidence of how they have engaged with, or suspended, noncompliant suppliers on water management, etc.).</p>	<p>Renault has a general requirement for suppliers to prevent water pollution and water resources in its Supplier CSR Guidelines (p. 6). However, no additional details are disclosed about systems or incentives to address impacts to water resources by existing suppliers or (potential) new suppliers.</p> <p>Renault Group Corporate Social Responsibility Guidelines for Suppliers (November 2023)  <a href="https://www.renaultgroup.com/wp-content/uploads/2023/11/renault-group-csr-guidelines-2023-vdef.pdf">https://www.renaultgroup.com/wp-content/uploads/2023/11/renault-group-csr-guidelines-2023-vdef.pdf</a></p>	0.2
		1.3.3. The company implements incentives and control systems to eliminate deforestation from its supply chain	1	<p><b>20%:</b> The company's Supplier Code of Conduct and / or Responsible Sourcing Policy includes specific requirements for suppliers with regards to deforestation and land conversion.</p> <p><b>40%:</b> The company implements purchase control systems to incentivize compliance on deforestation and land conversion by (potential) new suppliers (e.g. deforestation is explicitly taken into account in the tender process and is a factor in choosing a preferred supplier)</p> <p><b>40%:</b> The company provides evidence of policies, systems and/or processes it has operationalized to manage risks and address impacts of deforestation and land conversion by existing suppliers (e.g. the company provides detail of specific deforestation risks it has identified as part of its supply chain risk assessment process; the company provides evidence of how they have engaged with, or suspended, noncompliant suppliers on deforestation, etc.).</p>	<p>Renault has a general commitment to halt deforestation and commits to "avoid change of land use (artificialization) and over exploitation of land (deforestation)" in its Green Procurement Guidelines (p. 12).</p> <p>In its High-Level Commitment for Sustainable Natural Rubber (p. 1), Renault commits that it will work with its suppliers to source vehicle parts containing natural rubber and make sure that it "does not contribute to deforestation or destruction of critical wildlife habitats" and "protects high conservation values (HCVs) and high carbon stock (HCS) forests (the cutoff date after which deforestation or HCV degradation is considered non-compliant with this policy is 1 April 2019)". However, the company provides no evidence regarding implementation of this policy.</p> <p>Renault Group Green Procurement Guidelines (November 2023)  <a href="https://www.renaultgroup.com/wp-content/uploads/2023/11/renaultgroup_greenprocurementguidelines_2023.pdf">https://www.renaultgroup.com/wp-content/uploads/2023/11/renaultgroup_greenprocurementguidelines_2023.pdf</a></p> <p>Renault Group High-Level Commitment for Sustainable Natural Rubber  <a href="https://www.renaultgroup.com/wp-content/uploads/2022/04/20220315-rg-sustainable-nr-policy.pdf">https://www.renaultgroup.com/wp-content/uploads/2022/04/20220315-rg-sustainable-nr-policy.pdf</a></p>	0.2
2. Fossil Free and Environmentally Sustainable Steel	2.1. Disclosure of scope 3 GHG emissions due to steel supply chains	2.1.1. The company discloses disaggregated GHG emissions for their steel supply chains.	1	<p>The following scores are absolute, not cumulative:</p> <p><b>100%:</b> The company discloses scope 3 GHG emissions for purchased goods and services, disaggregated for their steel supply chains</p> <p><b>50%:</b> The company discloses a Life Cycle Assessment (LCA) for at least one electric vehicle model that includes disaggregated data on the embodied GHG emissions from the steel used in that vehicle.</p>	<p>Renault disclosed in the 2023 URD (p. 109) that the company has a target to "make available on request the life cycle analyses of each new model marketed in Europe along with their critical review by an independent expert", and such LCA is completed for a number of EV models. However, this disclosure is only "available on request" and not publicly available and thus not eligible for scoring against this indicator.</p> <p>Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf</a></p>	0



Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
	2.2. Target setting and progress towards fossil free and environmentally sustainable steel supply chains	2.2.1. The company has set targets for the use of fossil free and environmentally sustainable steel.	2	<p>The scores below are not additive. They indicate specific thresholds for getting that percentage of points:</p> <p><b>100%:</b> the company has a commitment to source 100% fossil free steel by 2050 and 50% fossil free steel by 2030.</p> <p><b>80%:</b> the company has a commitment to source 100% Responsible Steel Level 4 certified steel by 2040 and 50% automotive steel that is ResponsibleSteel level 3 or 4 by 2030 (targets that align with ResponsibleSteel's emissions thresholds for these levels will also be awarded points).</p> <p><b>60%:</b> the company has set a target that is aligned with First Movers Coalition guidance of 10% "low-CO2" primary steel by 2030 AND/OR aligns with SteelZero Commitment to source 100% net zero steel by 2050, with an interim commitment of using 50% Lower Emission Steel by 2030</p> <p><b>40%:</b> the company has an emissions reduction target for steel that is aligned with IEA Heavy Industry Guidance (27% emissions reduction by 2030 and 95% by 2050)</p> <p><b>20%:</b> the company has a commitment to net zero steel by 2050 and/or a 2030 emissions reduction target for steel that is below the IEA Heavy Industry Guidance</p>	<p>Renault has an overall target of reducing CO2e emissions/kg by 30% in the area of the extraction of raw materials and the manufacture of parts (2023 Universal Registration Document, p. 115), "through a specific effort on steel, aluminum, tires, polymers and electronic components" (2022 Annual Report, p132). However, because the target is not disaggregated it is not possible to discern if it aligns with the IEA Heavy Industry Guidance.</p> <p>Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf</a></p> <p>Universal Registration Document 2022 - <a href="https://www.renaultgroup.com/wp-content/uploads/2023/03/renault_2022-urd_20230327_en.pdf">https://www.renaultgroup.com/wp-content/uploads/2023/03/renault_2022-urd_20230327_en.pdf</a></p>	0.4
		2.2.2. The company publishes progress towards their target by disclosing the current percentage of low-CO2 steel in their annual production cycle.	1	<p><b>50%:</b> The company discloses the current percentage of low-CO2 steel in their production cycle (definition of low-CO2 steel taken from SteelZero / ResponsibleSteel, specifically &lt; 2 tons CO2e/ton for primary steel with 0% scrap through to &lt; 0.35 tons CO2e/ton for secondary steel with 100% scrap).</p> <p><b>50%:</b> the company discloses the current percentage of Responsible Steel certified steel in their supply chain. Note: depending on the level of certification, companies may score points under the first category.</p> <p><b>MODIFIER:</b> Half points will be awarded if a company discloses information that meets either, or both, of the above criteria but only for some elements in its annual production cycle.</p>	Not disclosed	0
		2.2.3. The company has a target for the use of secondary/ scrap steel by 2030.	2	<p><b>100%:</b> the company discloses a target for the use of recycled steel that is aligned with IEA Guidance for Heavy Industry has recycling, re-use: scrap as share of input in steel production as 54% by 2030</p> <p><b>50%:</b> the company discloses a target for the use of recycled steel.</p>	Not disclosed	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		2.2.4. The company publishes progress towards their target by disclosing the current percentage of recycled steel used in its annual production cycle.	1	The following scores are absolute, not cumulative: <b>100%:</b> the company discloses the percentage of recycled steel in their annual production cycle including volumes of both pre- and post-consumer steel. <b>75%:</b> the company discloses the percentage of recycled steel in their annual production cycle. <b>50%:</b> The company partially discloses the percentage of recycled steel for some elements within their annual production cycle.  NB: Total recycled/scrap steel volume is sufficient if total steel volume is disclosed.	Renault discloses the estimated percentage of recycled materials for some specific elements, such as the Blast Furnaces sector, the long steels, and cast iron (2023 Universal Registration Document, p. 126). However, there is no mention of post-consumer steel.  Renault Group – Universal Registration Document 2023 <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf</a>	0.5
	2.3. Use of supply chain levers to achieve fossil free and environmentally sustainable steel supply chains	2.3.1. The company participates in multi-stakeholder procurement initiatives to collaborate with other buyers to incentivise investment in and production of fossil free steel.	1	<b>50%:</b> the company is a member of SteelZero. <b>50%:</b> the company is a member of the First Movers Coalition's sector group on steel	Renault is not a member of SteelZero or the First Movers Coalition's sector group on steel.  <a href="https://www.theclimategroup.org/steelzero-members">https://www.theclimategroup.org/steelzero-members</a> <a href="https://initiatives.weforum.org/first-movers-coalition/community">https://initiatives.weforum.org/first-movers-coalition/community</a>	0
		2.3.2. The company participates in multi-stakeholder standard / certification initiatives to drive investment in and production of socially and environmentally sustainable steel at scale.	1	<b>25%:</b> the company is a member of ResponsibleSteel. <b>50%: the company actively engages their steel suppliers regarding ResponsibleSteel certification.</b> <b>25%:</b> the company has disclosed purchasing commitments for ResponsibleSteel certified steel.  Note: 0.6 points modifier applied due to multistakeholder initiative assessment. See sheet 8.	Renault is not a member of ResponsibleSteel.  <a href="https://www.responsiblesteel.org/members-and-associates">https://www.responsiblesteel.org/members-and-associates</a>	0
		2.3.3. The company has entered into formal arrangements with suppliers to incentivise investment in and greater production of fossil free steel.	2	<b>50%:</b> the company states that it has entered into a formal arrangement with <b>at least one</b> steel supplier to invest in and scale-up production of low-CO2 steel. <b>25%: at least one</b> purchase agreement signed by the company with a steel supplier for the provision of low-CO2 steel <b>is a binding contract for which timelines and scale of supply (e.g. volume of steel to be purchased per year) are publicly disclosed.</b> <b>25%: at least one</b> purchase agreement signed by the company <b>is for the provision of steel produced with new technologies for fossil-free steelmaking.</b>	Not disclosed	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		2.3.4. The company integrates improved recyclability of steel into automobile design and manufacture.	2	<p><b>25%:</b> the company discloses that it is implementing a closed-loop process for steel (no reference to post-consumer scrap).  <b>OR</b>  <b>50%:</b> the company provides detail on a closed-loop process it is implementing for steel (must include reference to post-consumer scrap).  <b>PLUS</b>  <b>50%:</b> the company provides detail of how it uses automotive and/or component design to improve the recyclability of steel.</p>	<p>Renault discloses a closed-loop process for materials (including steel) but without mentioning post-consumer scrap. Renault also mentions closed-loop processes for manufacturing steel scrap. (Universal Registration Document 2023, p. 127, 132).</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf</a></p>	0.5
3.Fossil Free and Environmentally Sustainable Aluminium	3.1. Disclosure of scope 3 GHG emissions due to aluminium	3.1.1. The company discloses disaggregated GHG emissions for their aluminium supply chains.	1	<p>The following scores are absolute, not cumulative:  <b>100%:</b> The company discloses scope 3 GHG emissions for purchased goods and services, disaggregated for their aluminium supply chains  <b>50%: The company discloses a Life Cycle Assessment (LCA) for at least one electric vehicle model that includes disaggregated data on the embodied GHG emissions from the aluminium used in that vehicle.</b></p>	Not disclosed.	0
	3.2. Target setting and progress towards fossil free and environmentally sustainable aluminium supply chains	3.2.1 The company has set targets for the use of fossil free and environmentally sustainable aluminium	2	<p>The scores below are not additive. They indicate specific thresholds for getting that percentage of points:  <b>100%:</b> The company has a commitment to source 100% fossil free Aluminium by 2050 and 50% fossil free Aluminium by 2030.  <b>80%:</b> the company has set a target that is aligned with Mission Possible 1.5 scenario all primary aluminium being produced with low-carbon power by 2035  <b>60%:</b> the company has set a target that is aligned with First Movers Coalition guidance of 10% "low-CO2" primary aluminium by 2030 (definition of low-CO2 taken from First Movers Coalition, specifically &lt; 3 tons CO2e/ton).  <b>40%: the company has an emissions reduction target for aluminum that is aligned with IEA Heavy Industry Guidance (27% emissions reduction by 2030 and 95% by 2050)</b>  <b>20%:</b> the company has a commitment to net zero aluminum by 2050 and/or a 2030 emissions reduction target for aluminum that is below the IEA Heavy Industry Guidance</p>	<p>Renault has an overall target of reducing CO2e emissions/kg by 30% in the area of the extraction of raw materials and the manufacture of parts (2023 Universal Registration Document, p. 115), "through a specific effort on steel, aluminium, tires, polymers and electronic components" (2022 Annual Report, p132). However, because the target is not disaggregated it is not possible to discern if it aligns with the IEA Heavy Industry Guidance.</p> <p>Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf</a></p> <p>Universal Registration Document 2022 - <a href="https://www.renaultgroup.com/wp-content/uploads/2023/03/renault_2022-urd_20230327_en.pdf">https://www.renaultgroup.com/wp-content/uploads/2023/03/renault_2022-urd_20230327_en.pdf</a></p>	0.5

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		3.2.2. The company publishes progress towards their target by disclosing the current percentage of low-co2 aluminium in their annual production cycle	1	The following scores are absolute, not cumulative: <b>100%:</b> the company discloses the percentage of "low-CO2" aluminium in their supply chain ( <b>low-CO2 defined as either aluminium with a carbon footprint of less than 4 CO2e/t Al or aluminium that is produced with renewable electricity</b> ). <b>50%:</b> The company partially discloses the percentage of low-co2 aluminium for some elements within their annual production cycle.	Not disclosed.	0
		3.2.3. The company has a target to increase use of secondary/scrap aluminium by 2030.	2	These scores are not cumulative, they are thresholds for achieving a particular score. <b>100%:</b> the company discloses a target for use of secondary or scrap aluminium that is aligned with IEA Net Zero 42% secondary/scrap by 2030. <b>50%:</b> the company discloses a target for use of secondary or scrap aluminium that is less than IEA Net Zero 42% secondary/scrap by 2030.	Not disclosed.	0
		3.2.4. The company publishes progress towards their target by disclosing the current percentage of recycled aluminium used in its annual production cycle	1	<b>100%:</b> the company discloses the percentage of recycled aluminium in their annual production cycle including volumes of both pre- and post-consumer aluminium. <b>75%:</b> the company discloses the percentage of recycled aluminium in their annual production cycle. <b>50%:</b> the company partially discloses the percentage of recycled aluminium for some elements with their annual production cycle.  NB: Total recycled/scrap steel volume is sufficient if total steel volume is disclosed.	Renault discloses the estimated percentage of recycled materials for some specific elements, such as the aluminium in secondary aluminium smelters and flat aluminium in aluminium parts stamped in-house (2023 Universal Registration Document, p. 126). However, there is no mention of post-aluminium.  Renault Group – Universal Registration Document 2023 <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf</a>	0.5
	<b>3.3. Use of supply chain levers to achieve fossil free and environmentally sustainable aluminium supply chains</b>	3.3.1. The company participates in multi-stakeholder procurement initiatives to collaborate with other buyers to incentivise investment in and production of fossil free aluminium	1	<b>100%:</b> the company is a member of First Movers Coalition sector group on aluminium	Renault is not a member of First Movers Coalition sector group on aluminium.  <a href="https://initiatives.weforum.org/first-movers-coalition/community">https://initiatives.weforum.org/first-movers-coalition/community</a>	0
		3.3.2. The company participates in multi-stakeholder standard / certification initiatives to drive investment in and production of socially and environmentally sustainable aluminium	1	<b>25%:</b> the company is a member of the Aluminum Stewardship Initiative (ASI). <b>50%:</b> the company actively engages their aluminium suppliers regarding ASI certification. <b>25%:</b> the company has disclosed purchasing commitments for ASI certified aluminium.  Note: 0.4 points modifier applied due to multistakeholder initiative assessment. See sheet 8.	Renault is not a member of ASI. <a href="https://aluminium-stewardship.org/about-asi/members">https://aluminium-stewardship.org/about-asi/members</a>	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		3.3.3. The company has entered into formal arrangements with suppliers to incentivise investment in and greater production of fossil free aluminium	2	<p><b>50%:</b> the company states that it has entered into a formal arrangement with <b>at least one aluminum</b> supplier to invest in and scale-up production of low-CO2 aluminium.</p> <p><b>25%:</b> <b>at least one</b> purchase agreement signed by the company with a aluminum supplier for the provision of low-CO2 aluminium <b>is a binding contract for which timelines and scale of supply (e.g. volume of aluminium to be purchased per year) are publicly disclosed.</b></p> <p><b>25%:</b> <b>at least one</b> purchase agreement signed by the company is for the provision of aluminum <b>produced with new technologies for fossil-free aluminum production.</b></p>	Not disclosed.	0
		3.3.4. The company integrates improved recyclability of aluminium into automobile design and manufacturing process.	2	<p><b>25%:</b> the company discloses that it is implementing a closed-loop process for aluminum (no reference to post-consumer scrap).</p> <p><b>OR</b></p> <p><b>50%:</b> the company provides detail on a closed-loop process it is implementing for aluminum (must include reference to post-consumer scrap).</p> <p><b>PLUS</b></p> <p><b>50%:</b> the company provides detail of how it uses automotive and/or component design to improve the recyclability of aluminum. Note: this could include the development of new alloys.</p>	<p>The company mentions a closed loop process for aluminum scrap from manufacturing, but without mentioning post-consumer scrap (Universal Registration Document 2023, p. 127, 132). The company does not provide examples of how it considers the recyclability of aluminum specifically in automotive or component design.</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf</a></p>	0.5
4. Fossil Free and Environmentally Sustainable Batteries	4.1. Disclosure of scope 3 GHG emissions due to battery supply chains	4.1.1. The company discloses disaggregated scope 3 emissions for their battery supply chains, including a total for the whole battery and disaggregated emissions for key battery minerals (cathode / anode active materials)	1	<p>The following scores are absolute, not cumulative:</p> <p><b>100%:</b> the company provides scope 3 GHG emissions their battery supply chain, disaggregated for cell production / manufacturing and key cathode / anode active materials (i.e. individual minerals) used in the battery</p> <p><b>75%:</b> the company provides scope 3 GHG emissions their battery supply chain, disaggregated for cell production / manufacturing and cathode and anode active materials (as a total)</p> <p><b>50%:</b> The company discloses scope 3 GHG emissions for purchased goods and services, disaggregated for their battery supply chain.</p> <p><b>25%:</b> <b>The company discloses a Life Cycle Assessment (LCA) for at least one electric vehicle model that includes disaggregated data on the embodied GHG emissions from the battery used in that vehicle.</b></p>	Not disclosed.	0
	4.2. Target setting and progress towards fossil free and environmentally sustainable battery supply chains	4.2.1. The company has set a target to produce fossil free and environmentally sustainable batteries.	1	<p>The scores below are not additive. They indicate specific thresholds for getting that percentage of points:</p> <p><b>100%:</b> the company has a commitment to produce 100% fossil free batteries by 2050 and 50% fossil free batteries by 2030.</p> <p><b>50%:</b> Alignment with IEA Heavy Industry Guidance (27% emissions reduction by 2030 and 95% by 2050)</p> <p><b>25%:</b> Commitment below IEA Heavy Industry Guidance.</p>	<p>Renault has a target to reduce CO2e emissions from battery manufacturing by 35% for new models by 2030 compared to 2019 level (2023 Universal Registration Document, p. 98).</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf</a></p>	0.5

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		4.2.2. The company has set a target to reduce reliance on energy intensive minerals in battery production.	1	<p><b>25%:</b> statement of intent to reduce high intensity minerals in battery production (which may include a commitment to producing smaller batteries).</p> <p><b>25%:</b> the company has set a disaggregated target for the reduction of primary sources of <b>nickel</b> in their supply chain.</p> <p><b>25%:</b> the company has set a disaggregated target for the reduction of primary sources of <b>lithium</b> in their supply chain.</p> <p><b>25%:</b> the company has set a disaggregated target for the reduction of primary sources of <b>cobalt</b> in their supply chain.</p> <p>Note: The final three scoring criteria can also be met by setting targets for increasing the % recycled nickel/lithium/cobalt used in new batteries.</p>	<p>Renault has a general statement of intent to reduce high intensity minerals in battery production. It also has a target to achieve an 80% “rate of reuse of strategic materials (Co, Ni, Li) from the recycling industry in new batteries” by 2030 (2023 URD, p. 98).</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf</a></p>	1
		4.2.3. The company has set collection and/or recovery targets for high intensity battery metals.	1	<p><b>100%:</b> the company has a medium term target of 95% recovery for cobalt &amp; nickel with 70% lithium by 2030 (equal to that proposed by the EU) and a short term target of 90% recovery rate for cobalt &amp; nickel and 35% lithium by 2025.</p> <p><b>25%:</b> the company has set collection and/or recovery targets for high intensity battery metals that are lower and/or not disaggregated.</p>	<p>Renault has a plan to recover 80% of these three materials (cobalt, lithium, nickel) from end-of-life batteries to manufacture new batteries (closed loop) by 2030 (Integrated Report 2023 — 2024, p45).</p> <p>Renault Group – Integrated Report 2023 — 2024  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/06/0614_08_lc_rena23t094_renault_ra2023_gb_1920x1080px_v1_prol.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/06/0614_08_lc_rena23t094_renault_ra2023_gb_1920x1080px_v1_prol.pdf</a></p>	0.25
	<b>4.3. Use of supply chain levers to achieve fossil free and environmentally sustainable battery supply chains</b>	4.3.1. The company requires all battery manufacturers to use 100% renewable electricity	2	<p><b>100%:</b> the company discloses a requirement that all battery manufacturers are required to use 100% renewable electricity.</p> <p><b>50%:</b> the company discloses agreements/requirements for 100% renewable energy with some battery manufacturers</p> <p><b>25%:</b> the company discloses agreements/requirements for reduced emissions with some battery manufacturers</p> <p>or</p> <p><b>50%:</b> the company discloses a requirement that all battery manufacturers are required to be “carbon neutral”, “net zero” or similar but does not define how they are using the term.</p>	Not disclosed	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		4.3.3. Company enters into formal agreements (inclusive of joint ventures and investments) with extractives and other value chain companies to reduce the environmental impact of lithium sourcing.	1	<p><b>25%:</b> the company has entered into contractual agreements for the purchase of low CO2 lithium. These agreements may include purchasing commitments, and/or other forms of investment, including R&amp;D.</p> <p><b>25%:</b> the company has entered into contractual agreements to reduce other environmental impacts of lithium sourcing, including by incorporating environmental conditions into contracts with suppliers.</p> <p><b>25%:</b> the company discloses the specific areas or requirements that such environmental conditions included in contracts cover. This may include requirements regarding water usage, biodiversity, tailings management, etc. but the company must explain how these conditions address specific environmental risks associated with lithium sourcing.</p> <p><b>25%:</b> The company engages in multi-stakeholder initiative(s) to reduce impacts on sourcing (e.g. emissions, water, biodiversity etc.). Any such initiatives must be specific to lithium mining / refining.</p>	<p>Renault has entered into agreement with with Vulcan for less carbon-intensive lithium (2023 Universal Registration Document, p. 114). Renault also set up a new strategic partnership in 2023 with the French group ARVERNE, a specialist in low-carbon lithium production (p. 184). The 2021 Annual Report (p. 79, 374) also stated that the lithium purchased from Vulcan has a reduced water footprint, as well as being zero-carbon.</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf</a></p> <p>2021 Annual Report  <a href="https://www.renaultgroup.com/wp-content/uploads/2022/04/renault_urd_2021..pdf">https://www.renaultgroup.com/wp-content/uploads/2022/04/renault_urd_2021..pdf</a></p>	0.5
		4.3.4. Company enters into formal agreements (inclusive of joint ventures and investments) with extractives and other value chain companies to reduce the environmental impact of nickel sourcing.	1	<p><b>25%:</b> the company has entered into contractual agreements for the purchase of low CO2 nickel. These agreements may include purchasing commitments, and/or other forms of investment, including R&amp;D.</p> <p><b>25%:</b> the company has entered into contractual agreements to reduce other environmental impacts of nickel sourcing, including by incorporating environmental conditions in contracts with suppliers.</p> <p><b>25%:</b> the company discloses the specific areas or requirements that such environmental conditions included in contracts cover. This may include requirements regarding water usage, biodiversity, tailings management, etc. but the company must explain how these conditions address specific environmental risks associated with nickel sourcing.</p> <p><b>25%:</b> The company engages in multi-stakeholder initiative(s) to reduce impacts on sourcing (e.g. emissions, water, biodiversity etc.). Any such initiatives must be specific to nickel mining / refining.</p>	<p>Renault has entered into agreement with Terrafame for a sustainable nickel supply (low carbon and traceability of the entire supply chain) (2023 Universal Registration Document, p. 114).</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf</a></p>	0.25

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		4.3.5. Company enters into formal agreements (inclusive of joint ventures and investments) with extractives and other value chain companies to reduce the environmental impact of cobalt sourcing.	1	<p><b>25%:</b> the company has entered into contractual agreements for the purchase of low CO2 cobalt. These agreements may include purchasing commitments, and/or other forms of investment, including R&amp;D.</p> <p><b>25%:</b> the company has entered into contractual agreements to reduce other environmental impacts of cobalt sourcing, including by incorporating environmental conditions into contracts with suppliers</p> <p><b>25%:</b> the company discloses the specific areas or requirements that the environmental conditions included in contracts cover. This may include requirements regarding water usage, biodiversity, tailings management, etc. but the company must explain how these conditions address specific environmental risks associated with cobalt sourcing.</p> <p><b>25%:</b> The company engages in multi-stakeholder initiative(s) to reduce impacts on sourcing (e.g. emissions, water, biodiversity etc.)</p>	<p>Renault has signed agreement with Management for low-carbon cobalt sulphate produced in Morocco ( Universal Registration Document, p. 114).</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf</a></p>	0.25
		4.3.6. The company participates in multi-stakeholder initiatives to collaborate with other buyers to incentivise investment in and production of fossil free and environmentally sustainable batteries at scale.	1	<b>100%:</b> the company is a member of the Global Battery Alliance.	<p>Renault is a member of the Global Battery Alliance.</p> <p><a href="https://www.globalbattery.org/about/members/">https://www.globalbattery.org/about/members/</a></p>	1
		4.3.7. The company invests in the development of new battery chemistries & technologies that reduce their overall material and carbon footprint by reducing the use of emissions-intensive minerals and toxic materials (such as persistent organic pollutants (POPs))	2	<p><b>25%:</b> the company provides examples of R&amp;D that they are conducting to develop new battery chemistries / technologies that reduce the use of emissions-intensive minerals and/or toxic pollutants. R&amp;D could be done in house or via formal partnerships with battery manufacturers.</p> <p><b>25%:</b> the company provides examples of the systems and processes it is developing to scale this R&amp;D to commercial production.</p> <p><b>50%:</b> the company has brought to market electric vehicles that utilize battery chemistries / technologies that meet the above criteria.</p>	<p>As part of the Renault-Nissan Alliance, Nissan is researching all-solid-state batteries (ASSB) technology and plans for mass production by 2030 (Universal Registration Document, p. 54). However, there is no disclosure of scaling the R&amp;D to commercial production or Evs that have been brought market using the same battery technology.</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf</a></p>	0.5



Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		4.3.8. The company invests in the development of new battery designs, technologies, systems and/or processes to maximize the recyclability of EV batteries	1	<p><b>25%:</b> the company provides examples of R&amp;D that they are conducting in-house or in partnership with value chain partners to improve the safe and effective recycling of batteries (for example direct recycling).</p> <p><b>25%:</b> the company provides examples of the systems and processes it is developing to scale this R&amp;D to commercial production.</p> <p><b>50%:</b> the company provides examples of battery recycling processes it has developed in-house or in partnership with value chain partners that have achieved recovery rates of at least 95% cobalt/nickel &amp; 70% lithium. Note disclosed recovery rates achieved at the pilot / R&amp;D stage are valid for points here. Disclosure of recycling rates achieved at commercial scale is evaluated in indicator 4.3.10.</p>	<p>Renault establishes a new entity The Future Is NEUTRAL (TFIN) to bring together in-house expertise and partners to offer closed-loop recycling solutions at every stage of a vehicle's life. It discloses that TFIN currently covers approximately 50% of the value chain and targets more than 90% by 2030 (Universal Registration Document, p. 114). No information on recovery rates achieved at the R&amp;D level are disclosed.</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf</a></p>	0.5
		4.3.9. The company has established processes for battery repair, reuse and repurposing in order to maximize the usable lifespan of its EV batteries.	1	<p><b>25%:</b> the company indicates that there are processes in place (such as inspection, design, access to battery information, collection and transportation, etc.) for <b>repairing, reusing and/or repurposing</b> batteries.</p> <p><b>25%:</b> the company provides qualitative information about processes (including the establishment and operation of collection points) to increase the % of batteries being collected for reuse, repurposing and/or recycling</p> <p><b>50%:</b> the company provides quantitative information about the collection of batteries (i.e total numbers and / or percentages of batteries collected)</p>	<p>Renault indicates that there is a process in place for repurposing batteries for non-automotive energy storage applications (Universal Registration Document, p. 131).</p> <p>While Renault discloses that it partners with INDRA and enhances its management/distribution of end-of-life vehicles for carmakers, insurers, governments and individuals through its 350 end-of-life vehicles (ELV) centres, there is no quantitative information about the number or % of batteries being collected.</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf</a></p>	0.5
		4.3.10. The company has established closed-loop processes in order to maximize the recycling of end-of-life EV batteries	1	<p><b>25%:</b> the company indicates that there is a closed-loop process in place for <b>recycling</b> batteries (that involves recovering raw materials).</p> <p><b>25%:</b> the company provides detail on the battery recycling process / method(s) used and discloses that they do not use incineration / high-temperature combustion processes.</p> <p><b>50%:</b> the company provides quantitative information about the % of batteries currently being recycled (at commercial scale).</p>	<p>The company indicates that it has a closed-loop process for recycling batteries (2023 Universal Registration Document, p. 130-132). No information is disclosed on the percentage of batteries currently being recycled, or on the battery recycling methods employed.</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf</a></p>	0.25

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
5. Climate Lobbying		Performance Band (A+ to F) is a full measures of a company's climate policy engagement, accounting for both its own engagement and that of its industry associations.	Multiplier of total category score	A=1.3 B=1.2 C=1.1 N/D = 1 D=0.9 E= 0.8 F=0.7	D+ <a href="https://lobbymax.org/company/Renault-da6a2597b9d24c063ad54d8be696efdf">https://lobbymax.org/company/Renault-da6a2597b9d24c063ad54d8be696efdf</a>	0.9

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault Analysis	Renault Points
1. Responsible Sourcing and Human Rights Due Diligence: General Indicators	1.1. Commit	1.1.1. The company has a public commitment to human rights.	1		100%: the company has a standalone human rights policy or other formal commitment that it will respect the Universal Declaration of Human Rights and the International Bill of Rights, or commit to the UN Guiding Principles on Business and Human Rights (UNGPs).	Renault has a standalone human rights policy, but this does not express a commitment towards the Universal Declaration of Human Rights (UDHR), the International Bill of Rights, or the UNGPs. While the UDHR is mentioned at page 5, this is in the context of expressing a clear and outright commitment towards another international instrument, and does not amount to an express commitment to respect the UDHR.  Renault Group Human Rights Policy <a href="https://assets.renaultgroup.com/uploads/2024/08/human-rights-policy-renault-group.pdf#page=5">https://assets.renaultgroup.com/uploads/2024/08/human-rights-policy-renault-group.pdf#page=5</a>	0
		1.1.2. The company extends their human rights commitments to their Tier 1 suppliers and beyond.	2		50%: the company has a Supplier Code of Conduct (SCoC) or equivalent that is easily accessible from their website. The SCoC explicitly references the company's human rights policy or states that suppliers are required to respect and/or uphold all human rights. <b>OR</b> 25%: the company has a Supplier Code of Conduct (SCoC) or equivalent that is easily accessible from their website. The SCoC explicitly references human rights but only requires suppliers to respect a limited selection of human rights listed by the company.  <b>PLUS</b>  50%: the company "requires" or otherwise mandates their suppliers to apply the requirements of the SCoC to their own suppliers. <b>OR</b> 25%: the company "expects" or "encourages" their suppliers to apply these standards to their own suppliers.	Renault has "Corporate Social Responsibility Guidelines for Suppliers" (Guidelines for Suppliers). The Guidelines for Suppliers do not make reference to any external human rights policy and they do not require suppliers to respect and/or uphold human rights as such. They require respect for a selected number of human rights.  Renault encourages, but does not seem to require, suppliers to apply the Guidelines' requirements to their own suppliers: "We also encourage you to cascade and promote the areas covered in these guidelines through your own supply chain to improve the CSR management and performance throughout the entire supply chain." (p. 1). ... "The supplier recognizes that Renault encourages dissemination of the principles included in the present guidelines throughout his own supply chain" (section 4).  Renault Group Corporate Social Responsibility Guidelines for Suppliers <a href="https://www.renaultgroup.com/wp-content/uploads/2023/11/renault-group-csr-guidelines-2023-vdef.pdf">https://www.renaultgroup.com/wp-content/uploads/2023/11/renault-group-csr-guidelines-2023-vdef.pdf</a>	1
	1.2. Identify	1.2.1. The company has a process in place to assess salient human rights risks in their supply chain.	1		25%: the company states that there is a process in place for identifying salient human rights risks.  25%: the company explains its methodology for identifying risks (e.g. desktop review) and prioritising them.  25%: the company specifies how often they repeat this risk assessment.  25%: the company specifies if and how they engage with external human rights experts. Note: this engagement must be specific to the company and its supply chains to be scored here. Simply participating in a multistakeholder initiative that includes human rights experts is not sufficient, unless the company has articulated how it applies the information gained via these initiatives to their own supply chain.  Finally, effective risk identification involves consultation with potentially impacted stakeholders. We have included additional indicators under each section below to reflect this.	Renault discloses and describes a human rights risk identification process "as part of its duty of vigilance" that is limited to "its own activity" (Universal Registration Document, p. 190). The company also describes a "risk mapping: identification, analysis and prioritisation" for suppliers: "To map risks at its suppliers, Renault Group relies on an external database, specific monitoring and the experience of internal specialists."  The company gives an indication of prioritisation criteria: "Among the countries in which the Group has a significant number of supplier sites, four priority countries in terms of risk have been selected: China, India, Morocco, Russia and Turkey. Supplier site audit campaigns focus in particular on these countries. The audit results of recent years have made it possible to supplement the risk analysis with a more quantitative approach to each type of risk: environment, health and safety, human rights, and governance." "This mapping, based on the analysis of occurrences of non-conformities detected during audits, is improved year on year by capitalising on successive campaigns and continuing to integrate external studies and benchmarks. Lastly, this mapping is used to build future site audit campaigns."(Universal Registration Document, p. 209).  Renault also describes their risk identification and prioritisation processes in relation to critical raw materials. These rely on "An internal methodology combining price, volume and ESG risks... Collective initiatives measuring ESG risks... for example, within ERMA or alongside other companies in the RECORD association, through which Renault Group co-sponsored a study in 2022-2023 entitled "Environmental, social and societal risks related to transition minerals" (Universal Registration Document, p. 209).  The company does not disclose whether external human rights experts are involved in the company's risk identification process.  Renault Group – Universal Registration Document 2023 <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf</a>	0.75

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault Analysis	Renault Points
		1.2.2. The company discloses the salient human rights risks in their supply chain and where they are located.	1		<p>The following scores are absolute not cumulative:</p> <p><b>25%:</b> the company names the generic, salient risks in their supply chain (e.g. conflict minerals, forced labour, water security, etc.).</p> <p><b>50%:</b> the company discloses where in their supply chain these risks occur, by reference to geographical location, material type, and/or tier. <b>Note: greater level of specificity on all these elements is expected under indicator 2.2.2 on transition minerals risks.</b></p> <p><b>100%:</b> the company provides additional description of these risks. <b>Note: to score here, the description must be based on findings from the company's due diligence measures, and not constitute a generic description.</b></p>	<p>Renault names the generic, salient risks in their supply chain in both its Universal Registration Document (p. 211) and 2024 Vigilance Plan (p. 16). However, the company does not describe these risks or disclose where in the supply chain they are located.</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf</a></p> <p>Renault Group 2024 Vigilance Plan  <a href="https://www.renaultgroup.com/en/renault-group-vigilance-plan/">https://www.renaultgroup.com/en/renault-group-vigilance-plan/</a></p>	0.25
		1.2.3. The company has a process for identifying high risk supplier categories in their supply chain.	1		<p><b>50%:</b> the company outlines the process for how they identify high risk supplier categories in Tier 1 in order to prioritise differential assurance actions. This may include taking into account the leverage that the automotive company has to affect change (e.g. their annual spend, whether they are a primary or majority buyer, etc.), the geography of suppliers, and the severity of the risks that have been identified.</p> <p><b>25%:</b> the company outlines how this process extends beyond tier 1. <b>Note:</b> this does not necessarily have to involve a process that extends to the point of extraction, as this is covered below in the transition minerals section.</p> <p><b>25%:</b> the company outlines the types of differential assurance actions it uses to manage those risks. <b>Note:</b> to score here, it must do more than indicate that there are differential assurance actions, it must specify what those are.</p>	<p>The company identifies high risk suppliers based on geographical location. It has identified China, India, Morocco, Russia and Turkey as high risk locations, and prioritises “supplier site audit campaigns” on these countries (Universal Registration Document, p. 209). In 2022, the company provided additional detail, explaining that they assessed risks per families of products and country risks. Based on these two factors, supplier and subcontractor sites are ordered according to four levels of criticality: “low”, “medium”, “high” and “very high”. For those parts production facilities representing the highest potential risks, on-the-ground audits are carried out.</p> <p>The process does not appear to extend beyond Tier 1, and the company does not describe the types of differential assurance actions they put in place to manage high risk suppliers and subcontractors.</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf</a></p>	0.5
	1.3. Prevent, Mitigate and Account	1.3.1. The company assesses the risk of adverse human rights impacts with suppliers prior to entering into any contracts.	2		<p><b>25%:</b> the company outlines the process to assess risks at individual suppliers. This may include supplier questionnaires, audits, etc. <b>Note:</b> it is not enough for companies to state that they assess suppliers prior to entering into any contracts, they must outline how this assessment occurs. Secondly, a requirement that suppliers sign a statement confirming their compliance is not sufficient risk assessment. Similarly, companies must outline how they verify information provided in supplier self-assessment questionnaires.</p> <p><b>25%:</b> the company provides quantitative information of the number of <b>potential new</b> suppliers assessed, and the tier that they belong to.</p> <p><b>25%:</b> the company provides quantitative information on the number of <b>potential new</b> suppliers where non-conformances were found. <b>Note:</b> the action taken to respond to these findings is addressed by indicators below.</p> <p><b>25%:</b> this process extends beyond tier 1 to tier 2 at a minimum.</p>	<p>Renault assesses new suppliers’ risks by requesting them to “perform an ESG compliance assessment conducted by the third party Ecovadis” (Guidelines for Suppliers, section 3.2.1). The process does not appear to extend to Tier 2 suppliers. Renault provides quantitative information about the total number of “top 500 parts” suppliers assessed, but does not differentiate between existing or potential new suppliers (Universal Registration Document, p. 212).</p> <p>Renault Group Corporate Social Responsibility Guidelines for Suppliers  <a href="https://www.renaultgroup.com/wp-content/uploads/2023/11/renault-group-csr-guidelines-2023-vdef.pdf">https://www.renaultgroup.com/wp-content/uploads/2023/11/renault-group-csr-guidelines-2023-vdef.pdf</a></p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf</a></p>	0.5

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault Analysis	Renault Points
		1.3.2. The company discloses how it monitors suppliers for compliance with the SCoC during the contract period.	2		<p><b>20%:</b> the company indicate that there is a process in place to monitor compliance.</p> <p><b>20%:</b> the company provides details on the process (e.g. tools, technologies and sources of information they use, auditing practices, how they select suppliers to audit, how often these audits take place, etc).</p> <p><b>20%:</b> the company provides quantitative information on the number of suppliers assessed for compliance and the tiers that are assessed. Note: this indicator refers to quantitative assessment tools (e.g. surveys).</p> <p><b>20%:</b> the company provides quantitative information of the number of suppliers audited and the tiers that are audited. Note: this indicator refers to on-site audits.</p> <p><b>20%:</b> the company provides quantitative information on non-conformances found. Note: the action taken to respond to these findings is addressed by indicators below.</p> <p>Notes: Quantitative information on assessments and audits can be provided as a percentage of suppliers assessed / audited or as a number. If the company provides a number of suppliers assessed / audited, they must also provide the total number of suppliers.</p> <p>For due diligence to be effective, it must involve potentially impacted stakeholders and/or their representatives. This is scored under each of the sections listed below.</p>	<p>To monitor compliance, Renault requests suppliers to perform an ESG compliance assessment conducted by the third party Ecovadis every year. Suppliers are expected to achieve a minimum score of 45. Renault may also perform an “on-site ESG semi-announced audit” by a third party (Guidelines for Suppliers, section 3.2.1).</p> <p>The company discloses that 97% of direct purchase volume was covered by an ESG assessment by 2023, but this does not clarify how many of these assessments were performed during the reporting year. The company also states that, from 2018 to 2023, they “commissioned 152 social, safety, health, environmental and ethics audits of supplier sites, performed by outside companies mainly in five countries: China, India, Morocco, Russia and Turkey.” (Universal Registration Document, p. 210, 212), but here again, the company does not clarify how many of these audits took place during the reporting year. In addition, there is no indication about the tier the audited companies belong to, and no disclosure on non-conformances found.</p> <p>Renault Group Corporate Social Responsibility Guidelines for Suppliers <a href="https://www.renaultgroup.com/wp-content/uploads/2023/11/renault-group-csr-guidelines-2023-vdef.pdf">https://www.renaultgroup.com/wp-content/uploads/2023/11/renault-group-csr-guidelines-2023-vdef.pdf</a></p> <p>Renault Group – Universal Registration Document 2023 <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en__202403201552.pdf</a></p>	0.8
		1.3.3. The company reports on how it is prepared to respond if it finds non-conformances with the SCoC	1.5		<p>This indicator relates to the contractual relationship between suppliers and the auto-manufacturer. It applies to all tiers to the point of extraction where there is, or there might be, a direct relationship between the auto manufacturer and the supplier.</p> <p><b>33%:</b> the company discloses that suppliers will be subject to corrective action plans if non-conformances are identified.</p> <p><b>33%:</b> the company discloses specific actions it will take in response to adverse human rights impacts and/or other human rights related contractual breaches by suppliers (for example, stop-work notices, warning letters, supplementary training, policy revision and termination of the contract).</p> <p><b>33%:</b> the company discloses the number of corrective action plans or equivalent issued during the reporting year.</p> <p>Note: this is distinct from providing remedy to impacted stakeholders.</p>	<p>Renault’s Guidelines for Suppliers state that suppliers’ Ecovadis evaluation is expected to achieve a minimum level of 45. “In case a rating is below 45, relevant action plans are requested to be presented to Renault Group to reach this minimum level of 45.” (section 3.2.1). The Guidelines add: “In case of low performance or Major Non-Conformity, a Corrective Action Plan (CAP) must be put in place by the supplier. A follow-up audit must be organized to confirm the closure of CAP – at the cost of the supplier. In case of “Zero Tolerance Non-Conformity”, the supplier has to put in place an immediate countermeasure action plan and send to Renault Group Sustainable Procurement team ... and daily business Procurement contacts a report with full details of the non-compliant incident investigation outcome and corrective countermeasures deployed to prevent recurrence.” (section 3.2.1). “Until corrective countermeasures are implemented, Renault Group may temporarily suspend new RFQs to the supplier within Renault Group procurement activities or take other action, as appropriate.” (section 3.2.2).</p> <p>Renault does not disclose the number of corrective action plans or equivalent issued during the reporting year.</p> <p>Renault Group Corporate Social Responsibility Guidelines for Suppliers <a href="https://www.renaultgroup.com/wp-content/uploads/2023/11/renault-group-csr-guidelines-2023-vdef.pdf">https://www.renaultgroup.com/wp-content/uploads/2023/11/renault-group-csr-guidelines-2023-vdef.pdf</a></p> <p>Renault Group – Universal Registration Document 2023 <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en__202403201552.pdf</a></p>	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault Analysis	Renault Points
		1.3.4. The company discloses how they verify the implementation of corrective actions.	1		<p>The following scores are absolute, not cumulative:  <b>100%:</b> the company discloses the types of actions that it undertakes across its whole supply chain to verify whether corrective actions have occurred.  <b>25%:</b> the company only a subset of the types of actions that it undertakes to verify whether correction actions have occurred (e.g. audits) and/or only discloses the types of actions that it undertakes for certain supply chains and/or materials to verify whether corrective actions have occurred.</p> <p>Note: successful corrective measures involve impacted stakeholders and/or their representatives. Their involvement is scored under each section below.</p>	<p>Renault explains “The Responsible Purchasing Department monitors the implementation of these plans with the suppliers with the lowest scores, with mandatory re-auditing for these suppliers. Once identified, any failure not corrected leads to various measures, including Renault Group terminating relations with the company concerned.” (Universal Registration Document, p. 211).</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf</a></p>	1
	<b>1.4. Remedy</b>	1.4.1. The company has put in place a formal mechanism whereby workers, suppliers, suppliers' workers (in any tier) and other external stakeholders can raise grievances regarding adverse human rights impacts in their supply chain to an impartial entity.	2		<p><b>10%:</b> if the company only has an in-house mechanism</p> <p><b>20%:</b> the company has put in place an independent, formal mechanism to report a grievance to an impartial entity regarding human rights in the company's supply chains.</p> <p><b>20%:</b> The mechanism is available to its workers, suppliers, suppliers' workers (in any tier) and other external stakeholders (e.g. whistleblower hotline).</p> <p><b>50%:</b> the company communicates how the existence of the mechanism is communicated to its suppliers' workers and other impacted stakeholders. <b>Note: simply posting it on the website is not enough.</b></p> <p>The involvement of impacted stakeholders and their legitimate representatives (e.g. workers, indigenous communities, etc.) in the design, review, operation and ongoing improvement of grievance mechanisms is central to their efficacy. As such, additional indicators have been included under each focus area regarding the specific integration of feedback from different stakeholder groups.</p>	<p>The company has put in place a Whistleblowing System that includes “an internal reporting platform administered by a specialized external service provider” (Whistleblowing Handling Procedure, p. 10). However, the mechanism is available to a closed list of potential whistleblowers that does not appear to include suppliers' workers or external stakeholders (such as affected rightsholders). (p. 8-9).</p> <p>Whistleblowing Handling Procedure  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/05/whistleblowing-management-procedure1.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/05/whistleblowing-management-procedure1.pdf</a></p>	0.6
		1.4.2. The company discloses data about the practical operation of their grievance mechanism, such as the number of grievances filed, addressed, and resolved, their type, severity and outcome.	1		<p><b>25%:</b> The company provides quantitative information about the total number of grievances raised during the reporting year.</p> <p><b>50%:</b> The company provides disaggregated information about the total number of <b>supply chain</b> grievances raised, with detail as to their type, severity and tier</p> <p><b>25%:</b> the company provides information about the number of <b>supply chain</b> grievances resolved. <b>The indicator below seeks greater detail as to the concrete measures of reparation offered.</b></p>	<p>The company discloses that “in 2023, 568 new reports were received through the whistleblowing tool worldwide.” (Universal Registration Document, p. 213). However, the company does not specify which of these involved its supply chain.</p> <p>The company also explains that “A detailed report containing statistics on whistleblowing worldwide is presented annually to the Group Ethics and Compliance Committee (CECG) and to the Audit and Risk Committee (CAR), a specialist committee of Renault Group's Board of Directors.” (Universal Registration Document, p. 213). However, the company does not disclose this report or the statistical information contained in it, which could allow for a greater understanding of human rights or supply chain specific grievances.</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf</a></p>	0.25

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault Analysis	Renault Points
		1.4.3. The company has put in place a remedy process.	2		<p><b>50%:</b> the company discloses the process for determining remedy. This should indicate in general terms:</p> <ul style="list-style-type: none"> <li>- <b>25%:</b> how they investigate an issue that is raised and escalate the issue within the company</li> <li>- <b>25%:</b> how they determine appropriate remedy</li> </ul> <p><b>50%:</b> the company discloses information on the the measures of reparation for human rights abuses provided through its remedy process:</p> <ul style="list-style-type: none"> <li>- <b>25%:</b> The company discloses information about the number of confirmed human rights grievances in its supply chain that resulted in measures of reparation to those affected, or in a request for suppliers to provide reparation.</li> <li>- <b>25%:</b> The company provides one or more qualitative case studies to illustrate reparations in action (where there have been no cases resulting in measures of reparation that year, case studies from previous years to illustrate the process will suffice). Note: this information can be anonymised, to protect the identity of those involved.</li> </ul>	<p>Renault's Whistleblowing Handling Procedure describes the investigation and escalation process in detail (p. 14-19). This includes how the company determines remedy (p. 19).</p> <p>Information about measures of reparation is not provided.</p> <p>Whistleblowing Handling Procedure  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/05/whistleblowing-management-procedure1.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/05/whistleblowing-management-procedure1.pdf</a></p>	1
<b>2. Responsible Sourcing of Transition Minerals</b>	<b>2.1. Commit</b>	2.1.1. The company has a commitment to responsible metals and minerals sourcing.	1		<p>The following scores are not cumulative, they are absolute:</p> <p><b>100%:</b> the company has a standalone responsible minerals sourcing policy or their human rights policy includes a section on the responsible sourcing of minerals and metals that applies to all minerals and metals.</p> <p><b>75%:</b> the company has a standalone responsible minerals sourcing policy or their human rights policy includes a section on the responsible sourcing of minerals and metals that goes beyond "conflict minerals" to include some other minerals or metals (e.g. includes cobalt).</p> <p><b>50%:</b> the company has a standalone responsible minerals sourcing policy or their human rights policy includes a commitment to the responsible sourcing of "conflict minerals" only.</p>	<p>Renault has a standalone responsible minerals sourcing policy called "Procurement of Cobalt and Minerals from Conflict-affected and High-risk Areas" which includes conflict minerals and cobalt.</p> <p>Procurement of Cobalt and Minerals from Conflict-affected and High-risk Areas  <a href="https://www.renaultgroup.com/wp-content/uploads/2020/06/groupe-renault-policy-eng.pdf">https://www.renaultgroup.com/wp-content/uploads/2020/06/groupe-renault-policy-eng.pdf</a></p>	0.75

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault Analysis	Renault Points
		2.1.2. The company requires its suppliers to undertake due diligence in accordance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from Conflict-Affected and High Risk Areas (CAHRAs)	2		<p><b>50%: Implementation of the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from CAHRAs:</b></p> <ul style="list-style-type: none"> <li>- <b>50%:</b> the SCoC requires suppliers to undertake due diligence in accordance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from CAHRAs in relation to all salient metals and minerals from anywhere.</li> </ul> <p><b>OR</b></p> <ul style="list-style-type: none"> <li>- <b>25%:</b> the SCoC requires suppliers to undertake due diligence in accordance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from CAHRAs in relation to all metals and minerals from CAHRAs.</li> </ul> <p><b>OR</b></p> <ul style="list-style-type: none"> <li>- <b>10%:</b> the SCoC requires suppliers to undertake due diligence in accordance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from CAHRAs in relation to tin, tungsten, tantalum, and gold (3TGs) from CAHRAs.</li> </ul> <p><b>50%: Implementation of Due Diligence:</b></p> <ul style="list-style-type: none"> <li>- <b>25%:</b> the company requires suppliers to have a due diligence process in place to identify raw materials sources, specifically, conducting due diligence on Smelter or Refiners (SoRs) in their supply chain (this may include the use of third party certification, etc).</li> <li>- <b>25%:</b> the company requires suppliers to disclose smelter/refiner information.</li> </ul>	<p>Suppliers are not explicitly required to undertake due diligence in line with the OECD Guidance.</p> <p>Under Renault's "Procurement of Cobalt and Minerals from Conflict-affected and High-risk Areas" policy, suppliers are required to "proceed with due diligence for conflict-affected and high risks mineral, such as Tungsten, Tantalum, Tin, and Gold, verify and inform Groupe Renault whether the minerals included in the materials or component parts are conflict-affected or high-risk minerals; design and implement a strategy to respond to identified risks; refrain from sourcing from illegal channels and commit to promoting a responsible supply process." The policy includes due diligence requirements regarding cobalt.</p> <p>Suppliers do not appear to be explicitly required to disclose SoR information.</p> <p>Procurement of Cobalt and Minerals from Conflict-affected and High-risk Areas  <a href="https://www.renaultgroup.com/wp-content/uploads/2020/06/groupe-renault-policy-eng.pdf">https://www.renaultgroup.com/wp-content/uploads/2020/06/groupe-renault-policy-eng.pdf</a></p>	0.5
	<b>2.2. Identify</b>	2.2.1. The company has a process in place to map transition minerals (e.g. nickel, lithium, cobalt, copper, manganese, zinc) in their supply chains to the point of extraction.	2		<p><b>25%:</b> the company discloses that they have a process in place to map transition minerals supply chains back to the point of extraction.</p> <p><b>25%:</b> the company provides detail on the processes that they have put in place to map their transition minerals supply chains to the point of extraction.</p> <p><b>25%:</b> the company discloses the portion of the transition minerals supply chain that they have mapped to the point of extraction. Note: this could be by specifying which supply chains they have mapped, a percentage of total suppliers mapped, etc.</p> <p><b>25%:</b> the company discloses concrete information from their mapping (e.g. primary country of origin).</p> <p>MODIFIER: In order to achieve full credit the mapping must cover at least the three focus minerals that are of significant industry and stakeholder focus given outsized volume and/or impacts: cobalt, nickel &amp; lithium. Companies that map two of fewer minerals will receive half scores.</p>	<p>Renault states that, at the end of 2023, they launched a "Material/Country Risk Mapping" study to improve the assessment and ranking of Environment, Health &amp; Safety, Human Rights and Governance risks for 18 critical materials, depending on the country. This study, launched with a sustainable development strategy consulting firm, will produce its results in 2024 and will feed into the vigilance plan for materials, particularly battery materials."(Universal Registration Document, p. 209).</p> <p>Renault also states that it has selected a specialist audit firm to fully map its cobalt supply chain (Universal Registration Document, p. 184). However, it is not clear whether this mapping has now been concluded. The company does not disclose concrete information from their mapping exercises.</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf</a></p>	1



Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault Analysis	Renault Points
		2.2.2. The company discloses transition minerals risks in their supply chain and where they are located.	1		<p><b>50%:</b> the company describes the risks of sourcing from CAHRAs in their supply chains, specifying the minerals and countries of origin (potentially) involved.</p> <p><b>50%:</b> the company discloses broader risks from transition minerals in their supply chains <b>and where these are located, by reference to material type, tier, and geographical location.</b></p>	Not disclosed	0
		2.2.3. The company publishes a list of smelters or refiners (SoR) in its supply chain	1		<p><b>100%:</b> the company publishes a complete list of smelters/refiners in their supply chain for at least 3TG minerals.</p> <p><b>50%:</b> the company publishes a partial list of smelters/refiners in their supply chain. <b>Note: to score here, the company must disclose a significant number of SoRs.</b></p>	Renault does not publish an up to date list of SoR. The last list published by the company is from 2020.	0
		2.2.4. The company discloses which of the SoRs in its supply chain are conformant with the Responsible Minerals Initiative (RMI).	1	0.4	<p><b>100%:</b> the company discloses information on RMI conformance for all of the SoRs identified in their supply chain.</p> <p><b>50%:</b> the company only discloses information on RMI conformance for some of the SoRs in its supply chain or only discloses information on RMI conformance on an aggregate / percentage basis</p>	Not disclosed	0
	<b>2.3. Prevent, Mitigate and Account</b>	2.3.1. The company discloses how it monitors suppliers for compliance with the transition minerals due diligence requirements.	2		See general HR indicators	See general HR indicators	0.8
		2.3.2. The company formally engages SoRs to build their capacity to conduct due diligence of their own supply chains.	2		<p><b>25%:</b> the company discloses that it participates in industry wide schemes that engage with smelters/refiners on their compliance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from CAHRAs.</p> <p><b>25%:</b> the company specifies that it engages directly with SoRs to build their capacity to conduct due diligence.</p> <p><b>50%:</b> the company provides detail on how it engages with SoRs to build their capacity</p>	Not disclosed	0
		2.3.3. The company formally engages extractives companies and includes human rights clauses in any contractual arrangements.	2		<p><b>100%:</b> the company discloses that it has entered into direct agreements with extractives companies for the sourcing of transition minerals and that these contracts include human rights clauses.</p>	<p>Renault discloses that it has "initiated direct partnerships with key raw material suppliers for its battery supply chain in 2021", and provides a good level of detail about these agreements. They include a deal with Vulcan Energy in 2021 to source lithium from its Zero Carbon Lithium Project in Germany, with Terrafame in 2021 for nickel sulphate from its industrial site in Finland, with Managem Group in 2022 for cobalt from Morocco, and with Arverne in 2023 for lithium from France (Integrated Report, p. 45) (Universal Registration Document, p. 184). However, Renault does not disclose whether these agreements contains human rights clauses.</p> <p>Renault Group – Integrated Report 2023-2024 <a href="https://www.renaultgroup.com/wp-content/uploads/2024/05/2023-2024-renault-group-integrated-report-en-2.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/05/2023-2024-renault-group-integrated-report-en-2.pdf</a> Renault Group –</p> <p>Universal Registration Document 2023 <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf</a></p>	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault Analysis	Renault Points
		2.3.4. The company is a member of IRMA and actively engages their suppliers with regards to IRMA mining audits.  Note: IRMA does not excuse companies from doing their own supply chain due diligence	2	0.8	<b>25%:</b> The company is a member of IRMA.  <b>50%:</b> The company actively engages their suppliers regarding suppliers' certification by IRMA.  <b>25%:</b> the company discloses a commitment to source a percentage of metals from IRMA certified mines by a certain date.	Not disclosed	0
		2.3.5. The company reports on how it is prepared to respond if it finds non-conformances associated with its responsible minerals sourcing policy occurring in its operations or supply chains.	1.5		See general HR indicators	See general HR indicators	1
		2.3.6. The company discloses how they verify the implementation of corrective actions.	1		See general HR indicators	See general HR indicators	1
	<b>2.4. Remedy</b>	2.4.1. The company has put in place a formal mechanism whereby grievances can be raised about SoR facilities.	1		<b>50%:</b> the company has put in place an independent, formal grievance mechanism that applies specifically to SoRs. This mechanism may be run in conjunction with other auto manufacturers. Note: this is in addition to any generic grievance mechanism that can be accessed by external stakeholders.  <b>50%:</b> the company discloses how they review and investigate grievances raised through this mechanism.	Not disclosed	0
<b>3. Indigenous Peoples' Rights and Free Prior and Informed Consent (FPIC)</b>	<b>3.1. Commit</b>	3.1.1. The company explicitly commits to respecting the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP).	1		<b>100%:</b> the company has an explicit commitment to the UNDRIP in their human rights policy and/or in a standalone Indigenous Peoples' rights policy.	Renault's Human Rights Policy includes an explicit commitment to the UNDRIP (p. 8). This is reinforced in the company's Code of Ethics, which states that the company "is committed to respecting the fundamental rights of indigenous peoples and local communities, as defined in the 2007 United Nations Declaration on the Rights of Indigenous Peoples." (p. 17).  Renault Group Human Rights Policy <a href="https://www.renaultgroup.com/wp-content/uploads/2024/07/human-rights-policy-renault-group.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/07/human-rights-policy-renault-group.pdf</a>  Code of Ethics <a href="https://www.renaultgroup.com/wp-content/uploads/2022/11/renault-group-code-of-ethics_2022_vgb.pdf">https://www.renaultgroup.com/wp-content/uploads/2022/11/renault-group-code-of-ethics_2022_vgb.pdf</a>	1
		3.1.2. The company has a public commitment to FPIC.	1		<b>100%:</b> the company has an explicit commitment to FPIC in their human rights policy and/or in a standalone Indigenous Peoples' rights policy. Note: to score full points, the commitment must be unqualified.  <b>25%:</b> the company has an explicit commitment to FPIC in their human rights policy and/or in a standalone Indigenous Peoples' rights policy, but it is qualified (e.g. it allows for only consultation in practice, it is expected only in certain circumstances, it applies only to certain parts of the supply chain, etc.)	Renault's Human Rights Policy includes an explicit commitment to FPIC (p. 8).  Renault Group Human Rights Policy <a href="https://www.renaultgroup.com/wp-content/uploads/2024/07/human-rights-policy-renault-group.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/07/human-rights-policy-renault-group.pdf</a>	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault Analysis	Renault Points
		3.1.3. The company extends their commitment on Indigenous Peoples' rights to their Tier 1 suppliers	2		The SCoC or responsible sourcing policy explicitly references the UNDRIP (50%) and FPIC (50%).  MODIFIER: Points will be halved if the policy is qualified.	Renault's Guidelines for Suppliers does not reference the UNDRIP or FPIC.	0
		3.1.4. These commitments are translated into the languages used by the impacted Indigenous Peoples.	1		50%: the company requires suppliers to translate these commitments to the languages of the impacted Indigenous Peoples.  50%: the company requires that these translations are actively made available to the impacted Indigenous Peoples.	Not disclosed	0
	3.2. Identify	3.2.1. The company has a process in place to assess risks to Indigenous Peoples' rights in their supply chain to the point of extraction.	1		25%: the company discloses that their process for mapping their supply chains to the point of extraction (row 16) explicitly includes FPIC and other indigenous rights issues.  25%: the company discloses where in the supply chain these risks occur.  25%: the company discloses how they use this mapping to identify high risk suppliers.  25%: the company provides case studies of this process in practice	Renault's Human Rights Policy states that the company "develops activities with a positive impact and involving all stakeholders in the territories, and on each site where the Group has a significant weight and influence on its immediate environment, it aims to establish a development plan for local communities based on a precise analysis of impacts" (p. 8). However, the company does not specify whether potentially impacted Indigenous Peoples are involved in the company's impact analysis.  Renault Group Human Rights Policy <a href="https://www.renaultgroup.com/wp-content/uploads/2024/07/human-rights-policy-renault-group.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/07/human-rights-policy-renault-group.pdf</a>	0
	3.3. Prevent, Mitigate and Account	3.3.1. The company provides additional discussion regarding the practices by which suppliers must obtain FPIC	1		100%: the company discloses a process. This process must explicitly specify that any FPIC process must reach and engage impacted Indigenous Peoples.  25%: the company states a process and/or expectation but it is limited in its application.	Not disclosed	0
		3.3.2. The company is a member of a multi-stakeholder group (e. g. IRMA) that includes the participation of Indigenous Peoples to ensure respect of Indigenous Peoples' rights at the point of extraction.	2		Refer to Responsible Sourcing of Transition Minerals indicators.	Refer to Responsible Sourcing of Transition Minerals indicators.	0
		3.3.3. The company has a formal process in place to engage critical upstream suppliers on FPIC (e. g. extractives companies)	2		This score relates to direct engagement by the company with extractives companies. It is in addition to their membership of IRMA.  25%: the company formally engages significant suppliers regarding FPIC.  25%: the company states that they formally review company documents (e.g. meeting minutes) to ensure that Indigenous Peoples' FPIC has been provided.  50%: the company engages directly with representatives of Indigenous Peoples affected by mining operations to review that regular engagement and consultation take place, community needs are responded to, and there continues to be FPIC.	Not disclosed	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault Analysis	Renault Points
		3.3.4. The company reports on how it is prepared to respond if it finds FPIC breaches in its supply chain.	1		The indicators in HR general provide a baseline for this. In addition:  <b>100%:</b> the company must specify that cutting off sourcing from a particular upstream supplier should only occur if this is sought by the affected indigenous community - it should not be solely determined by the auto manufacturer.	Not disclosed	0
	<b>3.4. Remedy</b>	3.4.1. The company's grievance mechanism has a process for investigating and remedying breaches of FPIC that includes a formal role for impacted Indigenous Peoples.	1		Grievances and remedy are part of FPIC considered as a process not a point in time.  <b>50%:</b> the company specifies that the process must reach and engage impacted Indigenous Peoples, not just that there is a process for complaints to be raised with remedy determined externally by the automanufacturer. <b>50%:</b> the company provides case studies of FPIC-compliant remedy instances in their supply chain	Not disclosed	0
<b>4. Respect for Workers' Rights</b>	<b>4.1. Commit</b>	4.1.1. The company has a commitment to workers' rights	1		<b>25%:</b> The company's human rights policy (or similar) includes a specific commitment to the <b>ILO Declaration on Fundamental Principles and Rights at Work and/or the ILO Fundamental Conventions.</b> <b>OR</b> <b>50%:</b> The company identifies and commits to respecting each of the five Fundamental Principles and Rights at Work <b>as established in the ILO Declaration</b> (companies who do not make explicit and unqualified commitments to all five ILO principles will not be scored): 1. freedom of association and the effective recognition of the right to collective bargaining; 2. the elimination of all forms of forced or compulsory labour; 3. the effective abolition of child labour; 4. the elimination of discrimination in respect of employment and occupation; and 5. a safe and healthy working environment.  <b>PLUS</b>  <b>25%:</b> the company has a commitment to a living wage in their human rights policy or in another formal policy document.  <b>25%:</b> the company outlines how it calculates a living wage.	Renault's Human Rights Policy includes specific commitments towards the ILO Fundamental Conventions, and explicitly mentions the five fundamental principles and rights at work (p. 5-7). The company also explicitly commits to the five fundamental principles and rights at work in their Code of Ethics (p. 10, 17). Renault also explicitly commits to the ILO Fundamental Conventions in its 2013 "Global Framework Agreement on Social, Societal and Environmental Responsibility" (p. 3).  Neither the Human Rights Policy, the Code of Ethics, nor the GFA include a commitment to a living wage.  Renault Group Human Rights Policy <a href="https://www.renaultgroup.com/wp-content/uploads/2024/07/human-rights-policy-renault-group.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/07/human-rights-policy-renault-group.pdf</a>  Code of Ethics <a href="https://www.renaultgroup.com/wp-content/uploads/2022/11/renault-group-code-of-ethics_2022_vgb.pdf">https://www.renaultgroup.com/wp-content/uploads/2022/11/renault-group-code-of-ethics_2022_vgb.pdf</a>  Global Framework Agreement on Social, Societal and Environmental Responsibility <a href="https://www.renaultgroup.com/wp-content/uploads/2020/06/global-agreement-nbop-en-v9.0.pdf">https://www.renaultgroup.com/wp-content/uploads/2020/06/global-agreement-nbop-en-v9.0.pdf</a>	0.5

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault Analysis	Renault Points
		<p>4.1.2. The company extends their workers' rights commitments to their Tier 1 suppliers and beyond.</p> <p>Note: only the specific worker rights commitments are evaluated here. Whether or not these commitments are extended beyond tier 1 suppliers is evaluated in the "General" human rights section.</p>	2		<p><b>25%:</b> The SCoC includes a specific commitment to the <b>ILO Declaration on Fundamental Principles and Rights at work and/or the ILO Fundamental Conventions.</b></p> <p><b>OR</b></p> <p><b>50%:</b> The SCoC includes specific requirements on each of the five Fundamental Principles and Rights at Work <b>as established in the ILO Declaration</b> (companies whose SCoCs do not include explicit and unqualified requirements on all five ILO principles will not be scored):</p> <ol style="list-style-type: none"> <li>1. freedom of association and the effective recognition of the right to collective bargaining;</li> <li>2. the elimination of all forms of forced or compulsory labour;</li> <li>3. the effective abolition of child labour;</li> <li>4. the elimination of discrimination in respect of employment and occupation; and</li> <li>5. a safe and healthy working environment.</li> </ol> <p><b>PLUS</b></p> <p><b>25%:</b> the SCoC requires suppliers to pay a living wage.</p> <p><b>25%:</b> the SCoC prohibits the payment of recruitment fees.</p>	<p>Renault's Guidelines for Suppliers do not reference the ILO Declaration or the Fundamental Conventions. However, they refer to, and require compliance with, the company's 2013 GFA (section 2.2.3 and 3.2.1). The 2013 GFA includes requirements on suppliers, who are asked to sign a "Supplier Commitment", to respect "the totality of principles described in the chapter 1". Chapter 1 includes the ILO Fundamental Conventions (p. 6-7, 10). They also refer to all five fundamental principles.</p> <p>Suppliers are not required to pay a living wage. The Guidelines for Suppliers require compliance "with the laws of each country and region regarding minimum wages, overtime, wage deductions, performance-based pay, and other remuneration." (section 2.2.3).</p> <p>Neither the Guidelines for Suppliers nor the 2013 GFA include a prohibition of recruitment fees.</p> <p>Global Framework Agreement on Social, Societal and Environmental Responsibility  <a href="https://www.renaultgroup.com/wp-content/uploads/2020/06/global-agreement-nbop-en-v9.0.pdf">https://www.renaultgroup.com/wp-content/uploads/2020/06/global-agreement-nbop-en-v9.0.pdf</a></p> <p>Renault Group Corporate Social Responsibility Guidelines for Suppliers  <a href="https://www.renaultgroup.com/wp-content/uploads/2023/11/renault-group-csr-guidelines-2023-vdef.pdf">https://www.renaultgroup.com/wp-content/uploads/2023/11/renault-group-csr-guidelines-2023-vdef.pdf</a></p>	1
	<b>4.2. Identify</b>	<p>4.2.1. The company consults trade unions and/or workers' representatives in their assessment of salient workers' rights risks in their supply chain.</p>	1		<p>Generic supply chain indicators provide a baseline score for this. To get additional points here, companies must specify that they consult with labour unions and/or workers' representatives regarding salient workers' rights in the supply chain. This must expressly include labour unions and/or workers' representatives in the supply chain and/or global union federations (GUFs)</p> <p><b>Note: workers' representatives are not a substitute for trade unions where trade unions are allowed to operate and not limited in their activities.</b></p>	Not disclosed	0
		<p>4.2.2. The company discloses the salient workers rights risks in their supply chain and where they are located.</p>	1		<p><b>100%:</b> the company's saliency assessment explicitly identifies workers' rights risks <b>for at least one material / supply chain and the location/s.</b></p>	<p>Renault names the generic, salient risks in their supply chain in both its Universal Registration Document (p. 211) and 2024 Vigilance Plan (p. 16). These include a number of salient workers' rights risks. However, the company does not describe where in the supply chain these risks are located.</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en__202403201552.pdf</a></p> <p>Renault Group 2024 Vigilance Plan  <a href="https://www.renaultgroup.com/en/renault-group-vigilance-plan/">https://www.renaultgroup.com/en/renault-group-vigilance-plan/</a></p>	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault Analysis	Renault Points
	4.3. Prevent, Mitigate and Account	4.3.1. The company actively collaborates with workers and the representative organisation(s) of workers' own choosing to promote respect for workers' rights in its supply chain.	2		<p>25%: the company has a collective agreement with the relevant trade union in the headquartered country.</p> <p>25%: the company has a global framework agreement with IndustriALL for neutrality across all its operations.</p> <p>25%: the company describes the formal mechanisms it has put in place to consult trade unions and/or workers' representatives on the company's workers' rights principles and/or policies.</p> <p>25%: IndustriAll was actively involved in the formulation of the company's workers' rights principles and/or policies.</p>	<p>Renault explains "after six years of negotiations, the metallurgy sector, which includes almost all the Group's French entities, entered into an agreement that shook up the social standard applied in the company. This new national metallurgy collective bargaining agreement (CCN) was signed on 7 February 2022 by CFDT, CFE-CGC, FO and UIMM." (Universal Registration Document, p. 174).</p> <p>Renault has signed two GFAs with IndustriAll in 2013 and 2019 including a commitment to neutrality (Code of Ethics, p. 17). IndustriALL, via the Group Works Council, was involved in the formulation of the company's workers rights principles.</p> <p>Renaults has various formal mechanisms to consult unions. Renault's Global Group Works Council is the company's main forum for international social dialogue. The company explains that "In the event of difficulties in implementing global framework agreements, a memorandum signed in January 2018 with the signatories is an action guide for dealing with them under joint responsibility." (Universal Registration Document, p. 191). The work of the Global Group Works Council is described in detail in the Universal Registration Document (p. 173).</p> <p>The company describes other forums and processes for social dialogue: a "Common Social Foundation" signed in July 2022, the "French Social Coordination Council". "The agreement on Social Dialogue , signed on 11 September 2023, is a major element in structuring social dialogue and coordinating bodies as part of the Group's transformations. A new body has thus been set up: the French Social Coordination Council (Conseil de Coordination Sociale France), which covers all the Group's French entities." (Universal Registration Document, p. 174).</p> <p>Renault Group – Universal Registration Document 2023  <a href="https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en_202403201552.pdf">https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023__en_202403201552.pdf</a></p> <p>Code of Ethics  <a href="https://www.renaultgroup.com/wp-content/uploads/2022/11/renault-group-code-of-ethics_2022_vgb.pdf">https://www.renaultgroup.com/wp-content/uploads/2022/11/renault-group-code-of-ethics_2022_vgb.pdf</a></p>	2
		4.3.2. The company reports on how it is prepared to respond if it finds non-conformances associated with its workers' rights policy occurring in its operations or supply chains.	1.5		Refer to general HR indicators.	Refer to general HR indicators.	1
		4.3.3. The company works with the relevant trade union and/or worker representative organisation to verify the implementation of corrective actions pertaining to workers' rights.	2		100%: the company specifies that it works with the relevant trade union and/or workers representatives to verify implementation of correction actions.	Not disclosed	0
	4.4. Remedy	4.4.1 Workers and the representative organisations of workers' own choosing are formally included in the remedy process.	1		100%: the company specifies that trade unions are formally engaged in any remedy process.	Not disclosed	0

<b>Indicator category</b>	<b>% weighting</b>	<b>Normalized weighting</b>
<b>Climate &amp; Environment</b>		
Disclose	100%	1.0
Target setting & progress	150%	1.5
Supply chain levers	200%	2.0
		<b>4.5</b>
<b>Human rights</b>		
Commit	100%	1.0
Identify	150%	1.5
Prevent, Mitigate and Account	200%	2.0
Remedy	200%	2.0
		<b>6.5</b>

Note: Total scores across both categories were taken as an average of the two percentages scored for each one

