



Lead the Charge Automaker Supply Chain Scorecard - 2026 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 research and 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. Note that the final version of this scorecard will be published as an interactive web page online.

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.](#)

[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](#)

[9. 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.](#)

Overall scores

Auto	Total score	Fossil Free and Environmentally Sustainable Supply Chains						Human rights and Responsible Sourcing					BEV % of total vehicle sales [^]
		General	Steel	Aluminium	Batteries	Total	Total x IM [~]	General	Transition mineral sourcing	Indigenous Peoples' rights	Workers' rights in the supply chain	Total	
BMW	34%	67%	16%	9%	16%	27%	30%	73%	32%	12%	39%	39%	19%
BYD	14%	18%	0%	8%	20%	12%	13%	38%	12%	0%	13%	16%	53%
Ford	45%	58%	23%	37%	29%	37%	40%	73%	70%	26%	28%	49%	6%
GAC	4%	11%	0%	0%	9%	5%	5%	4%	2%	0%	3%	2%	48%
Geely*	27%	38%	19%	21%	26%	26%	31%	51%	17%	2%	26%	24%	36%
GM	22%	29%	18%	19%	7%	18%	20%	46%	23%	11%	19%	25%	19%
Honda	12%	32%	0%	1%	2%	9%	8%	37%	20%	0%	8%	16%	2%
Hyundai	23%	41%	12%	8%	15%	19%	21%	47%	26%	3%	22%	25%	9%
Kia	21%	51%	7%	4%	10%	18%	20%	44%	25%	6%	19%	23%	12%
Mercedes	41%	51%	28%	26%	36%	35%	39%	62%	35%	26%	48%	42%	11%
Nissan	15%	35%	1%	15%	7%	15%	13%	40%	14%	0%	12%	17%	4%
Renault	31%	49%	5%	10%	39%	26%	28%	52%	34%	17%	36%	35%	12%
SAIC	3%	10%	0%	0%	6%	4%	4%	0%	0%	0%	3%	1%	22%
Stellantis	21%	37%	1%	1%	22%	15%	14%	64%	26%	3%	21%	29%	7%
Tesla	49%	45%	22%	45%	56%	42%	50%	60%	69%	25%	40%	48%	100%
Toyota	9%	20%	0%	0%	12%	8%	7%	18%	19%	0%	3%	10%	2%
Volkswagen	39%	54%	13%	16%	31%	28%	31%	68%	48%	23%	46%	46%	11%
Volvo	44%	53%	58%	55%	17%	46%	55%	64%	37%	8%	20%	32%	23%

[^] Automotive sales data from Marklines. All figures are cumulative annual values for the year 2025. The data covers passenger vehicles only.

*Geely Auto Group data includes Marklines sales data from the Geely, Galaxy, Zeekr and Lynk&Co brands only.

[~]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/>

LINKED DATA

Summary of fossil-free and environmentally sustainable supply chains scores

Theme	Indicator Category	Indicators	Total Number of Points	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	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
		DISCLOSE TOTAL	5	2
		DISCLOSE %		40%
	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	2
		1.2.2. The company commits to having suppliers provide science-based targets for GHG emissions.	1	0.25
		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	1
		1.2.6. The company commits to eliminate deforestation and the conversion of all natural ecosystems from their supply chains.	1	0.5
		TARGET-SETTING & PROGRESS TOTAL	7	4.75
	TARGET-SETTING & PROGRESS %		68%	
	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	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
		SUPPLY CHAIN LEVERS TOTAL	3	1.15
		SUPPLY CHAIN LEVERS %		38%
	GENERAL CLIMATE AND ENVIRONMENT - TOTAL % SCORE (WEIGHTED)			
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	0
		DISCLOSE TOTAL	1	0
		DISCLOSE %		0%
	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	0
		2.2.2. The company publishes progress towards their target by disclosing the current percentage of fossil-free and/or lower emission steel in their annual production cycle.	1	0
		2.2.3. The company has a target for the use of recycled 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
		TARGET-SETTING & PROGRESS TOTAL	6	0
		TARGET-SETTING & PROGRESS %		0%
	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 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 manufacturing.	2	0.7
		SUPPLY CHAIN LEVERS TOTAL	6	0.7

Summary of fossil-free and environmentally sustainable supply chains scores				
Theme	Indicator Category	Indicators	Total Number of Points	Renault Points
		SUPPLY CHAIN LEVERS %		12%
	STEEL - TOTAL % SCORE (WEIGHTED)			5%
	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
		DISCLOSE TOTAL	1	0
		DISCLOSE %		0%
	3.1. Disclosure of scope 3 GHG emissions due to aluminium	3.2.1 The company has set targets for the use of fossil free and environmentally sustainable aluminium	2	0
		3.2.2. The company publishes progress towards their target by disclosing the current percentage of fossil-free and/or lower emission aluminium in their annual production cycle	1	0
		3.2.3. The company has a target to increase use of recycled 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
		TARGET-SETTING & PROGRESS TOTAL	6	0.5
		TARGET-SETTING & PROGRESS %		8%
	3.3. Use of supply chain levers to achieve fossil free and environmentally sustainable aluminium supply chains	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
		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.	2	1
		SUPPLY CHAIN LEVERS TOTAL	6	1
		SUPPLY CHAIN LEVERS %		17%
	ALUMINIUM - TOTAL % SCORE (WEIGHTED)			10%
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	0
		DISCLOSE TOTAL	1	0
		DISCLOSE %		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	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
		TARGET-SETTING & PROGRESS TOTAL	3	1.75
		TARGET-SETTING & PROGRESS %		58%
	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	0.5
		4.3.2. Company engages and/or enters into formal agreements with extractives and other value chain companies to prevent/mitigate adverse environmental impacts of lithium sourcing.	1	0.5
		4.3.3. Company engages and/or enters into formal agreements with extractives and other value chain companies to prevent/mitigate adverse environmental impacts of nickel sourcing.	1	0.25

Summary of fossil-free and environmentally sustainable supply chains scores

Theme	Indicator Category	Indicators	Total Number of Points	Renault Points
		4.3.4. Company engages and/or enters into formal agreements with extractives and other value chain companies to prevent/mitigate adverse environmental impacts of cobalt sourcing.	1	0.25
		4.3.5. 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
		4.3.6. The company invests in the development of new battery chemistries & technologies that minimize their overall material and carbon footprint by reducing the use of emissions-intensive minerals and toxic materials	2	1
		4.3.7. The company invests in the development of new battery designs, technologies, systems and/or processes to maximize the safe and effective recycling of EV batteries	1	0.5
		4.3.8. 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
		4.3.9. The company has established closed-loop processes in order to maximize the recycling of end-of-life EV batteries	1	0.25
		SUPPLY CHAIN LEVERS TOTAL	11	4.75
		SUPPLY CHAIN LEVERS %		43%
	BATTERIES - TOTAL % SCORE (WEIGHTED)			39%
Climate Influence	Influence Map Performance Band: https:	Multiplier applied:		1.1

CLIMATE AND ENVIRONMENT - TOTAL NORMALIZED	18.0	4.6
CLIMATE AND ENVIRONMENT - TOTAL % SCORE (WEIGHTED)		26%
CLIMATE AND ENVIRONMENT - TOTAL NORMALIZED + IM MULTIPLIER		5.1
CLIMATE AND ENVIRONMENT - TOTAL % SCORE (WEIGHTED) + IM MULTIPLIER		28%

Summary of human rights & responsible sourcing scores

Sub-section	Indicator Category	Indicators	Total Number of Points	Renault Points
1. Responsible Sourcing: General HR indicators	1.1. Commit	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	1.5
		COMMIT TOTAL	3	1.5
		COMMIT %		50%
	1.2. Identify	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	0.75
		1.2.3. The company has a process for identifying high risk supplier categories in their supply chain.	1	0.75
		IDENTIFY TOTAL	3	2.25
		IDENTIFY %		75%
	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	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
		1.3.5. The company discloses how they verify the implementation of corrective actions.	1	1
		PREVENT, MITIGATE & ACCOUNT TOTAL	6.5	3.3
		PREVENT, MITIGATE & ACCOUNT %		51%
	1.4. Remedy	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
		1.4.3. 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
		1.4.4. The company has put in place a remedy process for its supply chain.	2	1
		REMEDY TOTAL	5	1.85
		REMEDY %		37%
GENERAL HUMAN RIGHTS - TOTAL % SCORE (WEIGHTED)				52%
2. Responsible Sourcing of Transition Minerals	2.1. Commit	2.1.1. The company has a commitment to responsible metals and minerals sourcing.	1	0.75
		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	2
		COMMIT TOTAL	3	2.75
		COMMIT %		92%
	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 conflict minerals risks in their supply chain and where they are located.	1	0
		2.2.3. The company discloses broader transition minerals risks in their supply chain and where they are located.	1	0

Summary of human rights & responsible sourcing scores

Sub-section	Indicator Category	Indicators	Total Number of Points	Renault Points	
		2.2.4. The company publishes a list of smelters or refiners (SoR) in its supply chain	1	0	
		2.2.5. The company discloses which of the SoRs in its supply chain are conformant with the Responsible Minerals Initiative (RMI).	1	0	
		IDENTIFY TOTAL	6	1	
		IDENTIFY %		17%	
		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	0.25	
		2.3.3. The company formally engages extractives companies and includes human rights clauses in any contractual arrangements.	2	2	
		2.3.4. The company is a member of IRMA and actively engages their suppliers with regards to IRMA mining audits.	2	0.4	
		Note: IRMA does not excuse companies from doing their own supply chain due diligence			
		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	
		PREVENT, MITIGATE & ACCOUNT TOTAL	10.5	5.45	
		PREVENT, MITIGATE & ACCOUNT %		52%	
	2.4. Remedy		2.4.1. The company has put in place a formal mechanism whereby grievances can be raised about SoR facilities.	1	0
			REMEDY TOTAL	1	0
		REMEDY %		0%	
TRANSITION MINERALS - TOTAL % SCORE (WEIGHTED)				34%	
3. Indigenous Peoples' Rights and Free Prior and Informed Consent (FPIC)	3.1. Commit	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	0.5	
		3.1.3. The company requires its tier 1 suppliers to respect Indigenous Peoples' rights	2	1.5	
		3.1.5. These commitments are translated into the languages used by the impacted Indigenous Peoples.	1	0	
		COMMIT TOTAL	5	3	
		COMMIT %		60%	
	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	0.25
			IDENTIFY TOTAL	1	0.25
			IDENTIFY %		25%
	3.3. Prevent, Mitigate and Account		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	0.4	

Summary of human rights & responsible sourcing scores

Sub-section	Indicator Category	Indicators	Total Number of Points	Renault Points	
		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	
		PREVENT, MITIGATE & ACCOUNT TOTAL	6	0.4	
		PREVENT, MITIGATE & ACCOUNT %		7%	
	3.4. Remedy	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	
		REMEDY TOTAL	1	0	
		REMEDY %		0%	
	INDIGENOUS RIGHTS - TOTAL % SCORE (WEIGHTED)				17%
	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.					
COMMIT TOTAL			3	1.5	
COMMIT %				50%	
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	1	
		4.2.2. The company discloses the salient workers rights risks in their supply chain and where they are located.	1	0	
		IDENTIFY TOTAL	2	1	
		IDENTIFY %		50%	
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	
		PREVENT, MITIGATE & ACCOUNT TOTAL	5.5	3	
		PREVENT, MITIGATE & ACCOUNT %		55%	
4.4. Remedy		4.4.1 Workers and the representative organisations of workers' own choosing are formally included in the remedy process.	1	0	
		REMEDY TOTAL	1	0	
		REMEDY %		0%	
WORKERS' RIGHTS - TOTAL % SCORE (WEIGHTED)				36%	

Summary of human rights & responsible sourcing scores

Sub-section	Indicator Category	Indicators	Total Number of Points	Renault Points
HUMAN RIGHTS - TOTAL NORMALIZED			26.0	9.0
HUMAN RIGHTS - TOTAL % SCORE (WEIGHTED)				35%

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	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>100%: The company discloses scope 3 GHG emissions due to purchased goods and services.</p> <p>25%: 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 purchased goods and services (2024 URD, p. 130).</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</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"> i. NOx ii. SOx iii. Persistent organic pollutants (POP) iv. Volatile organic compounds (VOC) v. Hazardous air pollutants (HAP) vi. Particulate matter (PM) vii. Other standard categories of air emissions identified in relevant regulations <p>The following scores are absolute not cumulative:</p> <p>100%: the company discloses significant emissions against all of the above categories by key suppliers in its supply chain. The company will need to define its key suppliers if it does not disclose this information for the whole supply chain.</p> <p>50%: the company discloses significant emissions against some of the above categories for part of its supply chain.</p>	<p>Renault discloses NOx, SOx and VOC emissions from its own operations, without covering the supply chain (2024 URD, p. 143).</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	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"> - water withdrawn - water consumed - water discharged <p>The following scores are absolute not cumulative:</p> <p>100%: the company provides data against all of the above indicators for key suppliers in its supply chain. The company will need to define key suppliers if they do not disclose this information for their whole supply chain.</p> <p>50%: the company provides data against some of the above indicators for part of its supply chain.</p>	<p>Renault discloses water consumption, including from areas at water risk, from its own operations, but without covering the supply chain (2024 URD, p. 153).</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	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>50%: 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>25%: The company discloses deforestation and conversion-free commodity volumes from at least one of its key high-risk hard commodities</p> <p>50%: 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>25%: The company discloses deforestation and conversion-free commodity volumes from at least one of its key high-risk soft commodities</p> <p>MODIFIER: Half points will be awarded if a company discloses information that meets any of the above criteria but only for part of its supply chain</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

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
	<p>1.2. Target-setting and progress towards fossil free and environmentally sustainable supply chains</p>	<p>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')</p>	<p>2</p>	<p>The following scores are absolute, not cumulative:</p> <p>100%: the company has disclosed verified science-based targets that include scope 3, including 2050 (or sooner) and interim year target(s), and has also disclosed a disaggregated interim target for upstream/purchased goods (scope 3 category 1)</p> <p>50%: the company discloses a lifecycle target that includes upstream/purchased goods, including 2050 (or sooner) and interim year target(s), and/or does not indicate if its target(s) has been verified as science-based.</p> <p>25%: the company only discloses a 2050 zero emissions target with no interim target and/or 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. The "Net Zero emission" goal is defined as achieving a 90% reduction in GHG emissions across Scopes 1, 2, and 3, based on the 2019 baseline, with the remaining 10% addressed through offsetting actions (2024 URD, p. 116, p. 126).</p> <p>In 2024, Renault has set new absolute interim decarbonation targets for 2030 compared to 2019: reduce emissions from scopes 1 and 2 by at least 62.5% and emissions from scope 3 upstream (value chain) and downstream (vehicle use) by a combined minimum of 27.5% (2024 Climate Report, p. 8; carbon neutrality roadmap on Renault webpage cited in the Climate Association Report, p. 10). Additionally, Renault had previously disclosed (2021 Climate Report, p. 48) disaggregated targets for parts and materials (30% reduction by 2030) and batteries (35% reduction for new models by 2030). These targets are considered to still be valid as part of Renault's overall 2030 scope 3 target. However, greater clarity will need to be provided on this matter for the company to continue scoring points in future editions of the Leaderboard.</p> <p>Furthermore, Renault's disclosure on progress against targets as presented in the table "Vision for alignment with Well-below 2°C" in Renault's 2024 Climate Report (p. 45), only covers Scope 3 Category 11 (use of sold products) for the 2030 Scope 3 emissions intensity reduction target and "well-to-wheel" for the Scope 3 absolute reduction target (27.5%). We base the assessment on the assumption that the targets encompass the upstream value chain in Scope 3 but the disclosure on progress does not address the upstream value chain, and therefore, did not alter the points for this indicator as it only focuses on targets.</p> <p>Regarding SBTi verification, Renault states that its pathway was validated by the Science-Based Targets initiative in 2019 and that it was the first automaker to have its GHG emissions reduction targets validated by SBTi (2024 URD, p. 122).</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p> <p>2025 Climate Association Report https://assets.renaultgroup.com/uploads/2025/05/Renault_Climate_Association_report_2025.pdf</p> <p>Carbon neutrality roadmap (cited in 2025 Climate Association Report) https://www.renaultgroup.com/en/popin/carbon-neutrality/</p> <p>2024 Climate Report https://assets.renaultgroup.com/uploads/2025/03/RENAULT_Rapport_Climat_2024_GB_1920x1080pix_V1_prol_MEL.pdf</p> <p>2021 Climate Report https://www.responsibilityreports.com/HostedData/ResponsibilityReportArchive/g/groupe-renault_2021.pdf</p>	<p>2</p>

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		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>100%: the company requires all its tier 1 suppliers to set science-based targets. They also require tier 2 suppliers to set science-based targets.</p> <p>75%: the company requires all its tier 1 suppliers set science-based targets.</p> <p>50%: the company commits to having at least 70% of its key suppliers by emissions setting science-based targets within 2 years.</p> <p>25%: company commits to having suppliers setting science-based emissions targets, but does not provide a target date or target date is more than 2 years away.</p> <p>0%: Company does not have a commitment.</p>	<p>In its Green Procurement Guidelines (November 2023, p. 16), Renault states that suppliers should “Record and report at both company and product level: set up internal GHG targets, based on all scopes 1, 2 & 3 and validate this target via a Science Base Target assessment, and communicate progress to Renault Group”.</p> <p>However, in its latest Supplier CoC (July 2025, p. 9), Renault indicates that 1) it is mandatory that “Supplier shall communicate to Renault Group its roadmap on GHG emissions reduction”, and that 2) suppliers are encouraged to commit to set up at company level and to disclose to Renault Group their GHG targets on all scopes 1, 2 & 3 via a Science Base Target assessment (e.g. SBTi).</p> <p>This loosens the mandatory requirement for supplies to set SBTs established in the company’s older Green Procurement Guidelines.</p> <p>Renault Group Green Procurement Guidelines (November 2023) https://assets.renaultgroup.com/uploads/2024/12/RenaultGroup_GreenProcurementGuidelines_2023.pdf</p> <p>Supplier Code of Conduct (July 2025) https://assets.renaultgroup.com/uploads/2025/07/RG-Suppliers-New-CoC-July-2025-FINAL.pdf</p>	0.25

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Theme	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>25%: the company discloses the current percentage of tier 1 suppliers providing science-based targets.</p> <p>25%: the company discloses the current number and/or percentage of tier 2 suppliers providing science-based targets.</p> <p>25%: additional points for over 50% of tier 1 suppliers providing science-based targets</p> <p>25%: additional points for all tier 1 suppliers providing science-based targets.</p>	<p>In its 2024 Climate Report (p. 16), Renault discloses that it required 500 main suppliers to submit their GHG emissions reduction targets to the Science Based Targets initiative (SBTi) for validation and that the targets of 35% of these 500 suppliers have been approved.</p> <p>According to Renault, “Since 2024, monitoring of the ESG assessment of the Top 500 suppliers includes not only auto parts suppliers (scope 2023) but all of Renault Group’s tier 1 suppliers. As a result, the Top 500 suppliers will cover a larger portion of the Group’s total purchasing volume in 2024.” (2024 URD, p. 266). This indicates that the 500 main suppliers include but are not limited to tier 1 suppliers. Additionally, in its 2023 Climate Change Report (section C.12.1 a), Renault disclosed 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. Based on the combined information, it gets points for the first and third sub-indicator.</p> <p>2023 CDP Climate Change Report https://www.cdp.net/en/formatted_responses/responses?campaign_id=83630982&discloser_id=1038282&locale=en&organization_name=Renault+Group&organization_number=15634&program=Investor&project_year=2023&redirect=https%3A%2F%2Fcdp.credit360.com%2Fsurveys%2F2023%2Fjwbhd7d6%2F286831&survey_id=82591262</p> <p>2024 Climate Report https://assets.renaultgroup.com/uploads/2025/03/RENAULT_Rapport_Climat_2024_GB_1920x1080pix_V1_prol_MEL.pdf</p>	0.5
		1.2.4. The company requires all significant suppliers to set water reduction targets and disclose their water usage.	1	<p>50%: the company requires tier 1 suppliers to set water reduction targets</p> <p>50%: the company requires tier 1 suppliers to disclose their water usage. According to GRI 303, water usage includes: - water withdrawn - water consumed - water discharged</p>	<p>Renault Group’s Green Procurement Guidelines (November 2023) requires suppliers to report on their water consumption and waste management if requested (CSR Guidelines for Suppliers, p. 6, p. 9).</p> <p>Additionally, Renault states in its Supplier CoC (p. 8) that it is mandatory for suppliers to “act to reduce resources consumption (including, but not limited to, water), waste generation by using resources effectively (including packaging) and circular economy principles”.</p> <p>However, the company does not include targets in the requirement.</p> <p>Green procurement guidelines (2023) https://assets.renaultgroup.com/uploads/2024/12/RenaultGroup_GreenProcurementGuidelines_2023.pdf</p> <p>Supplier Code of Conduct (July 2025) https://assets.renaultgroup.com/uploads/2025/07/RG-Suppliers-New-CoC-July-2025-FINAL.pdf</p>	0.5

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		1.2.5. The company has programs in place to monitor suppliers for compliance with GHG emissions targets and other environmental impacts.	1	<p>50%: The company has a process that includes reducing GHGs and other environmental impacts, and includes targets as a basis for compliance.</p> <p>OR</p> <p>25%: The company has a process that includes reducing GHGs and other environmental impacts, but lacks targets as a basis for compliance.</p> <p>PLUS</p> <p>25%: the company provides quantitative information of the number of suppliers audited and the tiers that are audited.</p> <p>25%: the company provides qualitative case studies of how they have engaged suppliers on their targets.</p>	<p>In its 2024 Climate Report (p. 16), Renault discloses that it required 500 main suppliers to submit their GHG emissions reduction targets to the Science Based Targets initiative (SBTI) for validation and that targets of 35% of these 500 suppliers have been approved. This indicates that GHG targets are included as a basis for compliance in the company’s environmental monitoring process and also serves as a qualitative case study of how Renault has engaged suppliers on their targets.</p> <p>Additionally, Renault discloses the number of supplier audits: “From 2018 to 2024, the Group commissioned 208 social, safety, health, environmental and ethics audits of supplier sites, performed by outside companies mainly in six countries: Brazil, China, India, Morocco, Russia and Türkiye” (2024 URD, p. 265). It also uses self-assessment questionnaires in 2024 covering 56 supplier sites in five countries (Brazil, China, India, Morocco and Türkiye).</p> <p>2024 Climate Report https://assets.renaultgroup.com/uploads/2025/03/RENAULT_Rapport_Climat_2024_GB_1920x1080pix_V1_prol_MEL.pdf</p> <p>Universal Registration Document 2023 https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf</p>	1
		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>100%: The company has time-bound targets to eliminate deforestation and the conversion of natural ecosystems from their supply chain.</p> <p>OR</p> <p>100%: 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>75%: 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>75%: 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>50%: 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>50%: 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>25%: 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) https://assets.renaultgroup.com/uploads/2024/12/RenaultGroup_GreenProcurementGuidelines_2023.pdf</p> <p>Renault Group High-Level Commitment for Sustainable Natural Rubber https://assets.renaultgroup.com/uploads/2022/04/20220315-rg-sustainable-nr-policy.pdf</p>	0.5

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
	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>50%: the company specifies that sustainability and/or ESG are included as factors for choosing a preferred supplier.</p> <p>25%: the company specifies that GHG emissions are included in the tender and contracting process.</p> <p>25%: 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>The Procurement Policy for Suppliers includes the principles of Renault’s purchasing process, including ESG principles.</p> <p>Additionally, Renault states that it “regards the commitment to comply with its responsible purchasing policy as a decisive criterion when choosing suppliers and subcontractors” (2025 Vigilance Plan, p. 38). This indicates that ESG is taken into consideration for choosing a preferred supplier.</p> <p>Renault also includes GHG targets in its Group CSR Guidelines (p. 6) and requests its suppliers to provide written commitment to the guidelines (p. 8).</p> <p>Procurement policy for suppliers (2024) https://assets.renaultgroup.com/uploads/2025/02/2024_VE_RG-Procurement-Policy-for-Suppliers_v3.pdf</p> <p>Renault Group 2025 Vigilance Plan https://assets.renaultgroup.com/uploads/2025/05/RG_Plan-de-Vigilance-2025-ENG.pdf</p> <p>Renault Group Corporate Social Responsibility Guidelines for Suppliers (November 2023) https://www.renaultgroup.com/wp-content/uploads/2023/11/renault-group-csr-guidelines-2023-vdef.pdf</p> <p>2024 Climate Report https://assets.renaultgroup.com/uploads/2025/03/RENAULT_Rapport_Climat_2024_GB_1920x1080pix_V1_prol_MEL.pdf</p>	0.75
		1.3.2. The company implements incentives and control systems to improve water management by suppliers	1	<p>20%: 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>40%: The company has established 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>40%: The company has operationalized policies, systems and/or processes to manage risks and address impacts of water depletion/pollution by (existing) suppliers (e.g. the company discloses 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.). Note: generic claims (e.g. simply stating that the company assesses / manages water-related risks) are insufficient — companies must explain the specific mechanisms used and/or provide concrete examples or data to illustrate implementation.</p>	<p>Renault recognizes the impact of upstream value chain for mining and refining actors on water pollution (2024 URD, p. 136). Renault has a general requirement for suppliers to prevent water pollution and preserve water resources in its Supplier CSR Guidelines (p. 6).</p> <p>In 2024, Renault commissioned an in-depth "Mapping of Materials Risks/Country" study by TRANSITIONS to evaluate and prioritize various environmental, social, and human rights risks for the extraction processes of 18 minerals across 81 countries. This study highlights water-related issues in the mineral supply chain (2024 URD, p. 264). However, the company does not disclose how it actually manages and addresses water risks and impacts in its supply chain.</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p> <p>Renault Group Corporate Social Responsibility Guidelines for Suppliers (November 2023) https://assets.renaultgroup.com/uploads/2023/11/renault-group-csr-guidelines-2023-vdef.pdf</p>	0.2

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		1.3.3. The company implements incentives and control systems to eliminate deforestation from its supply chain	1	<p>20%: 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>40%: The company has established 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>40%: The company has operationalized policies, systems and/or processes to manage risks and address impacts of deforestation and land conversion by existing suppliers (e.g. the company discloses 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.). Note: generic claims (e.g. simply stating that the company assesses / manages deforestation risks) are insufficient — companies must explain the specific mechanisms used and/or provide concrete examples or data to illustrate implementation.</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). Its Supplier Code of Conduct (p. 9) also includes a general requirement for suppliers “to avoid contribution to deforestation, in its own operation and in its supply chain.”</p> <p>In its 2024 URD (p. 156), Renault states that “the biodiversity-related topics in the value chain are covered by the implementation by suppliers of Renault Group Green Procurement and CSR Guidelines for Suppliers” and that “These guidelines require suppliers to evaluate dependencies on services provided by nature and impacts on ecosystems to set priorities, to adopt a ‘measure, avoid, reduce, restore’ approach, to evaluate the quality of ecosystems in biodiversity-sensitive areas on or near sites and the risk of ecological quality modification, to avoid changes in land use (artificialization) and overexploitation of land (deforestation), to plan a trajectory in line with the Kunming-Montreal Global Biodiversity Framework Goals and to set targets for 2030 and 2050.”</p> <p>This indicates that Renault has outlined its requirements on suppliers to manage deforestation risks. But the company does not provide any information on activities it has undertaken to ensure that suppliers comply with these requirements.</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>In its 2024 URD (p. 156), Renault states that it has implemented the sustainable natural rubber policy since 2022, but it does not provide any detail about how it has operationalized the policy or set up processes to monitor compliance.</p> <p>Renault Group Green Procurement Guidelines (November 2023) https://assets.renaultgroup.com/uploads/2023/11/renaultgroup_greenprocurementguidelines_2023.pdf</p> <p>Renault Group High-Level Commitment for Sustainable Natural Rubber https://assets.renaultgroup.com/uploads/2022/04/20220315-rg-sustainable-nr-policy.pdf</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0.2

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
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>100%: The company discloses scope 3 GHG emissions for purchased goods and services, disaggregated for their steel supply chains</p> <p>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 steel used in that vehicle.</p>	Not disclosed.	0
	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 absolute, not cumulative:</p> <p>100%: the company has a commitment to source 100% fossil-free steel by 2040, and has set interim targets to source at least 10% fossil-free steel AND 50% lower emission steel by 2030.</p> <p>80%: the company has a commitment to source 100% fossil-free steel by 2050, and has set interim targets to source at least 10% fossil-free steel AND 50% lower emission steel by 2030.</p> <p>60%: the company has set a target to source at least 10% fossil-free steel OR 50% lower emission steel by 2030.</p> <p>40%: the company has set an emissions reduction target for its steel supply chain that is aligned with the IEA Net Zero Roadmap (2023 version), specifically a 27% reduction by 2030 and 90% by 2050.</p> <p>20%: the company has a commitment to net zero steel by 2050 and/or a 2030 steel supply chain emissions reduction target that falls short of the above-mentioned thresholds.</p> <p>Note: For definitions of fossil-free steel and lower emission steel used in this indicator and those below, as well as comparisons with definitions from other standards and schemes, please refer to the methodology document.</p>	<p>In its 2022 and 2023 URDs, Renault disclosed 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 URD, p. 115), "through a specific effort on steel, aluminum, tires, polymers and electronic components" (2022 URD, p132).</p> <p>Points were awarded for the last sub-indicator for this in last year's assessment. However, Renault's latest reporting (2024 Climate Report, p. 16) has introduced changes to the company's climate targets. The company's new target for its supply chain (to reduce supplier emissions by at least 27.5% by 2030) no longer mentions steel or aluminum explicitly. The company has therefore been downgraded against the last sub-indicator indicator.</p> <p>Renault's 2024 Climate Report (p. 16) also discloses the progress against a target "to reduce CO2e/kg emissions from the extraction of raw materials and the manufacture of parts (excluding batteries)". However, no numerical value is provided for this target - suggesting that the company's previous numerical target of reducing CO2e emissions/kg by 30% in the area of the extraction of raw materials and the manufacture of parts is no longer valid.</p> <p>2024 Climate Report https://assets.renaultgroup.com/uploads/2025/03/RENAULT_Rapport_Climat_2024_GB_1920x1080pix_V1_prol_MEL.pdf</p> <p>Universal Registration Document (URD) 2023 https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf</p> <p>Universal Registration Document (URD) 2022 https://assets.renaultgroup.com/uploads/2023/03/renault_2022-urd_20230327_en.pdf</p>	0

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		2.2.2. The company publishes progress towards their target by disclosing the current percentage of fossil-free and/or lower emission steel in their annual production cycle.	1	<p>The scores below are absolute, not cumulative:</p> <p>100%: The company discloses the current percentage of lower emission and/or fossil-free steel in its production cycle</p> <p>50%: The company partially discloses the quantity of fossil-free and/or lower emission steel used in its annual production cycle, e.g., in the form of an absolute amount instead of a percentage or only for some elements within its annual production cycle.</p>	Not disclosed.	0
		2.2.3. The company has a target for the use of recycled steel by 2030.	2	<p>The scores below are absolute, not cumulative:</p> <p>100%: the company discloses a target to use at least 38% recycled steel by 2030, aligned with the IEA Net Zero Roadmap (2023 version). The target includes a specific commitment or target for increasing the use of post-consumer scrap.</p> <p>75%: the company discloses a target to use at least 38% of recycled steel by 2030, but does not specify a target for post-consumer scrap.</p> <p>50%: the company discloses a target for the use of recycled steel below the 38% threshold and lacks detail on scrap type.</p>	<p>Renault has announced an overall target of 33% for the proportion of recycled materials or materials from the circular economy (which include recycled materials according to the ISO 14021 standards and metallic production scraps reused in-house) in average weighted by production volumes across all vehicles manufactured worldwide by 2030, but it is not disaggregated for steel (2024 URD, p. 165).</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	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	<p>The scores below are absolute, not cumulative:</p> <p>100%: the company discloses the percentage of recycled steel in their annual production cycle including volumes of both pre- and post-consumer steel. NB: Total recycled/scrap steel volume is sufficient if total steel volume is disclosed.</p> <p>75%: the company discloses the percentage of recycled steel in their annual production cycle.</p> <p>50%: The company partially discloses the quantity of recycled steel used in its annual production cycle, e.g., in the form of an absolute amount instead of a percentage or only for some elements within its annual production cycle.</p>	<p>Previously in the 2023 URD (p. 126), Renault discloses the estimated percentage of recycled materials for some specific elements, such as the Blast Furnaces sector, the long steels, and cast iron.</p> <p>However, in its 2024 URD (p. 167) the company only discloses the amount and percentage of secondary reused or recycled components, secondary intermediary products and secondary materials used to manufacture products and services in aggregate, without disaggregating for steel.</p> <p>Renault discloses that the percentage of recycled materials or materials sourced from the circular economy across all vehicles produced worldwide has reached 30.2% in 2024, but it is also not disaggregated for steel (2024 URD, p. 165).</p> <p>Universal Registration Document 2023 https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
	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 at scale.	1	<p>50%: the company is a member of SteelZero.</p> <p>50%: the company is a member of the First Movers Coalition's sector group on steel</p>	<p>Renault is not a member of SteelZero or the First Movers Coalition's sector group on steel.</p> <p>https://www.theclimategroup.org/steelzero-members https://initiatives.weforum.org/first-movers-coalition/community</p>	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	<p>25%: the company is a member of ResponsibleSteel.</p> <p>50%: the company actively engages their steel suppliers regarding ResponsibleSteel certification.</p> <p>25%: the company has disclosed purchasing agreements for ResponsibleSteel certified steel.</p> <p>Note: 0.6 points modifier applied due to multistakeholder initiative assessment. See sheet 8.</p>	<p>Renault is not a member of ResponsibleSteel.</p> <p>https://www.responsiblesteel.org/members-and-associates</p>	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	<p>50%: the company states that it has entered into a formal arrangement with at least one steel supplier to invest in and scale-up production of lower emission or fossil-free steel.</p> <p>25%: at least one purchase agreement signed by the company with a steel supplier for the provision of lower emission or fossil-free steel is a binding contract for which timelines and scale of supply (e.g. volume of steel to be purchased per year) are publicly disclosed.</p> <p>25%: at least one purchase agreement signed by the company is for the provision of steel produced with breakthrough technologies for fossil-free steelmaking.</p>	Not disclosed.	0

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	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 manufacturing.	2	<p>25%: the company discloses that it is implementing a closed-loop process for steel recycling (must include reference to post-consumer scrap).</p> <p>OR</p> <p>10%: the company discloses that it is implementing a closed-loop process for steel recycling (no reference to post-consumer scrap).</p> <p>PLUS</p> <p>25%: the company provides a qualitative description of the closed-loop process(es) it is implementing for steel recycling.</p> <p>25%: the company discloses that it improves the recyclability of steel through automotive and/or component design.</p> <p>25%: the company explains how it has used automotive and/or component design to improve the recyclability of steel (e.g. by minimizing copper contamination).</p>	<p>Renault describes a closed-loop process for materials (including steel). It collaborates with INDRA, which became a 100% subsidiary of The Future Is NEUTRAL in October 2024, to enhance the use of reused parts by repair workshops. The closed-loop process is “already in place in France and Spain for a significant share of aluminum, steel or cast iron scraps which are recycled into the own foundries of Renault Group, HORSE or their suppliers” (2024 URD, p. 164). More specifically, Renault discloses that as part of the partnership with INDRA, it recycles the metallic scraps of its production plants, which indicates that the closed-loop process for steel includes pre-consumer scrap.</p> <p>Renault also discloses a mid- to long-term ambition to expand the short loops to the recycling of flat steel in partnership with Boone Comenor Metalimpex (a joint venture between Suez and The Future Is NEUTRAL) and steelmakers (2024 URD, p. 164).</p> <p>It is not clear from the description provided if Renault's closed-loop process for steel includes post-consumer scrap and the does not disclose how it designs automotive components to maximize the recyclability of steel.</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0.7
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:</p> <p>100%: The company discloses scope 3 GHG emissions for purchased goods and services, disaggregated for their aluminum supply chains</p> <p>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 aluminum used in that vehicle.</p>	Not disclosed.	0

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
	3.2. Target setting and progress towards fossil free and environmentally sustainable aluminum 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:</p> <p>100%: the company has a commitment to source 100% fossil-free aluminium by 2040, with interim targets for all procured primary aluminium to be produced with low-carbon power by 2035 and to source at least 10% fossil-free aluminium by 2030</p> <p>80%: the company has set a target that is aligned with Mission Possible 1.5 scenario: to ensure all primary aluminium is produced with low-carbon power by 2035</p> <p>60%: the company has set a target of procuring at least 10% fossil-free aluminium by 2030</p> <p>40%: the company has set an emissions reduction target for its aluminium supply chain that is aligned with the IEA Net Zero Roadmap (2023 version), specifically a 27% reduction by 2030 and by 95% by 2050</p> <p>20%: the company has a commitment to net zero aluminium by 2050 and/or a 2030 emissions reduction target for its aluminium supply chain that falls short of the above-mentioned thresholds</p> <p>Note: For definitions of fossil-free aluminium and lower emission aluminium used in this indicator and those below, as well as comparisons with definitions from other standards and schemes, please refer to the methodology document.</p>	<p>In its 2022 and 2023 URDs, Renault disclosed 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 URD, p. 115), "through a specific effort on steel, aluminum, tires, polymers and electronic components" (2022 URD, p132).</p> <p>Points were awarded for the last sub-indicator for this in last year's assessment. However, Renault's latest reporting (2024 Climate Report, p. 16) has introduced changes to the company's climate targets. The company's new target for its supply chain (to reduce supplier emissions by at least 27.5% by 2030) no longer mentions steel or aluminum explicitly. The company has therefore been downgraded against the last sub-indicator indicator.</p> <p>Renault's 2024 Climate Report (p. 16) discloses the progress against a target "to reduce CO2e/kg emissions from the extraction of raw materials and the manufacture of parts (excluding batteries)". However, no numerical value is provided for this target - suggesting that the company's previous numerical target of reducing CO2e emissions/kg by 30% in the area of the extraction of raw materials and the manufacture of parts is no longer valid.</p> <p>2024 Climate Report https://assets.renaultgroup.com/uploads/2025/03/RENAULT_Rapport_Climat_2024_GB_1920x1080pix_V1_prol_MEL.pdf</p> <p>Universal Registration Document (URD) 2023 https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf</p> <p>Universal Registration Document (URD) 2022 https://assets.renaultgroup.com/uploads/2023/03/renault_2022-urd_20230327_en.pdf</p>	0
		3.2.2. The company publishes progress towards their target by disclosing the current percentage of fossil-free and/or lower emission aluminium in their annual production cycle	1	<p>The following scores are absolute, not cumulative:</p> <p>100%: The company discloses the current percentage of fossil-free and/or lower emission aluminium in its supply chain</p> <p>50%: The company partially discloses the quantity of fossil-free and/or lower emission aluminium used in its annual production cycle, e.g., in the form of an absolute amount instead of a percentage or only for some elements within its annual production cycle.</p>	Not disclosed.	0

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		3.2.3. The company has a target to increase use of recycled aluminium by 2030.	2	<p>These scores are not cumulative, they are thresholds for achieving a particular score.</p> <p>100%: the company discloses a target to use at least 42% recycled aluminium by 2030, aligned with the IEA Net Zero Roadmap (2023 version). The target includes a specific commitment or target for increasing the use of post-consumer aluminium scrap.</p> <p>75%: the company discloses a target to use at least 42% of recycled aluminium by 2030, but does not specify a target for post-consumer scrap</p> <p>50%: the company discloses a target for the use of recycled steel below the 42% threshold and lacks detail on scrap type</p>	<p>Renault has announced an overall target of 33% for the proportion of recycled materials or materials from the circular economy (which include recycled materials according to the ISO 14021 standards and metallic production scraps reused in-house) in average weighted by production volumes across all vehicles manufactured worldwide by 2030, but it is not disaggregated for secondary/scrap aluminium (2024 URD, p. 165).</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	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	<p>These scores are not cumulative, they are thresholds for achieving a particular score:</p> <p>100%: the company discloses the percentage of recycled aluminium in their annual production cycle including volumes of both pre- and post-consumer aluminium. NB: Total recycled/scrap steel volume is sufficient if total steel volume is disclosed.</p> <p>75%: the company discloses the percentage of recycled aluminium in their annual production cycle.</p> <p>50%: The company partially discloses the quantity of recycled aluminum used in its annual production cycle, e. g., in the form of an absolute amount instead of a percentage or only for some elements within its annual production cycle.</p>	<p>Renault discloses the percentage of recycled aluminium for some elements in its 2024 Climate Report (p. 15): “Recycled aluminium accounts for on average 40% of the hoods and doors of the Megane and Scénic. Wheels on the next Clio Esprit Alpine versions will have increased the percentage of recycled materials to 60%. Recycled aluminum also constitutes between 15% and 30% of the EV battery casings.”</p> <p>Beyond this, the company only discloses the volume of secondary reused or recycled components, secondary intermediary products and secondary materials in an aggregate manner in its 2024 URD (p. 167), without disaggregating for aluminium.</p> <p>Renault also discloses that the percentage of recycled materials or materials sourced from the circular economy across all vehicles produced worldwide has reached 30.2% in 2024, but this is also not disaggregated for aluminium (2024 URD, p. 165).</p> <p>Renault Group – Universal Registration Document 2023 https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0.5

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
	3.3. Use of supply chain levers to achieve fossil free and environmentally sustainable aluminium supply chains	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	100%: 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. https://initiatives.weforum.org/first-movers-coalition/community	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	25%: the company is a member of the Aluminium Stewardship Initiative (ASI). 50%: the company actively engages their aluminium suppliers regarding ASI certification. 25%: 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. https://aluminium-stewardship.org/about-asi/members	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	50%: the company states that it has entered into a formal arrangement with at least one aluminium supplier to invest in and scale-up production of lower emission or fossil-free aluminium. 25%: at least one purchase agreement signed by the company with an aluminium supplier for the provision of lower emission or fossil-free aluminium is a binding contract for which timelines and scale of supply (e.g. volume of aluminium to be purchased per year) are publicly disclosed. 25%: at least one purchase agreement signed by the company is for the provision of aluminium produced with new technologies for fossil-free aluminum production.	Not disclosed.	0

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		3.3.4. The company integrates improved recyclability of aluminium into automobile design and manufacturing.	2	<p>25%: the company discloses that it is implementing a closed-loop process for aluminium recycling (must include reference to post-consumer scrap).</p> <p>OR</p> <p>10%: the company discloses that it is implementing a closed-loop process for aluminium recycling (no reference to post-consumer scrap).</p> <p>PLUS</p> <p>25%: the company provides a qualitative description of the closed-loop process(es) it is implementing for aluminium recycling.</p> <p>25%: the company discloses that it improves the recyclability of aluminium through automotive and/or component design.</p> <p>25%: the company explains how it has used automotive and/or component design to improve the recyclability of aluminium (e.g. through the development of new alloys).</p>	<p>Renault describes a closed-loop process for materials (including aluminium) but without mentioning post-consumer scrap. It states that it collaborates with INDRA, which became a 100% subsidiary of The Future Is NEUTRAL in October 2024, to enhance the use of reused parts by repair workshops. The closed-loop process is “already in place in France and Spain for a significant share of aluminum, steel or cast iron scraps which are recycled into the own foundries of Renault Group, HORSE or their suppliers” (2024 URD, p. 164).</p> <p>The company also mentions the plan (for 2025 in Spain) for flat aluminum scraps returned to aluminum suppliers to be directly reincorporated into their production (2024 URD, p. 164).</p> <p>Renault also discloses its partnerships with aluminium product manufacturers to reuse aluminium scrap from the Group’s stamping workshops for the manufacture of opening panels for its vehicles, such as Mégane E-Tech electric (2024 Climate Report, p. 16). This is another example of increasing the use of pre-consumer scrap.</p> <p>Additionally, it works with another subsidiary of The Future Is NEUTRAL, GAIA, to reuse aluminum from end-of-life vehicles and body parts from garages (2024 Climate Report, p. 16). This example lacks details regarding the process, but it does indicate that the closed-loop process involves post-consumer scrap since it refers to end-of-life vehicles.</p> <p>Renault does not disclose how, or whether, it uses design to improve the recyclability of aluminium.</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p> <p>2024 Climate Report https://assets.renaultgroup.com/uploads/2025/03/RENAULT_Rapport_Climat_2024_GB_1920x1080pix_V1_prol_MEL.pdf</p>	1

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
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>100%: 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>75%: 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>50%: The company discloses scope 3 GHG emissions for purchased goods and services, disaggregated for their battery supply chain.</p> <p>25%: 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.</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>100%: the company has a commitment to produce 100% fossil free batteries by 2040 and a target to reduce their battery supply chain emissions by 50% by 2030.</p> <p>75%: the company has a commitment to produce 100% fossil free batteries by 2050 and a target to reduce their battery supply chain emissions by 50% by 2030.</p> <p>50%: the company has set an emissions reduction target for its battery supply chain that is aligned with the IEA Heavy Industry Guidance, specifically a 27% emissions reduction by 2030 and 95% by 2050.</p> <p>25%: the company has a commitment to net zero batteries by 2050 and/or a 2030 emissions reduction target for its battery supply chain that falls short of the above-mentioned thresholds.</p>	<p>Renault has set a target to develop a “made in France” battery that is “green, carbon-free and environmentally responsible, with the aim of reducing the carbon footprint of its batteries by up to 35% by 2030” with reference to Zoe (2019) (2024 URD, p. 67).</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0.5
	4.2.2. The company has set a target to reduce reliance on energy intensive minerals in battery production.	1	<p>25%: statement of intent to reduce high intensity minerals in battery production (which may include a commitment to producing smaller batteries).</p> <p>25%: the company has set a disaggregated target for the reduction of primary sources of nickel in their supply chain.</p> <p>25%: the company has set a disaggregated target for the reduction of primary sources of lithium in their supply chain.</p> <p>25%: the company has set a disaggregated target for the reduction of primary sources of cobalt 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, and discloses that The Future Is NEUTRAL plans to recycle 80% of strategic materials (covering cobalt, nickel, lithium) from end-of-life batteries to manufacture new batteries by 2030 (2023 URD, p. 66-67, p. 114; 2024 URD, p. 163).</p> <p>Universal Registration Document (URD) 2023 https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	1	

Company analysis - fossil-free and environmentally sustainable supply chains						
Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		4.2.3. The company has set collection and/or recovery targets for high intensity battery metals.	1	<p>100%: the company has a medium term target of 95% recovery for cobalt & nickel with 70% lithium by 2030 (equal to that proposed by the EU) and a short term target of 90% recovery rate for cobalt & nickel and 35% lithium by 2025.</p> <p>25%: the company has set collection and/or recovery targets for high intensity battery metals that are lower and/or not disaggregated.</p> <p>Note: companies that disclose recovery rates already achieved at commercial scale and/or with existing supplier requirements on recovery rates may score points for this indicator if the disclosed recovery rates match the 2025 thresholds (25% of points) or the 2030 thresholds (100% of points).</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, p. 45; 2023 URD, p. 114).</p> <p>Renault Group – Integrated Report 2023 — 2024 https://assets.renaultgroup.com/uploads/2024/06/0614_08_lc_rena23t094_renault_ra2023_gb_1920x1080px_v1_prol.pdf</p>	0.25
	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	<p>The following scores are absolute, not cumulative:</p> <p>100%: the company discloses a requirement that all battery manufacturers are required to use 100% renewable electricity.</p> <p>50%: the company discloses agreements/requirements for 100% renewable energy with some battery manufacturers</p> <p>25%: the company discloses agreements/requirements for reduced emissions with some battery manufacturers</p> <p>or</p> <p>50%: 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>	<p>Starting in September 2024, Renault requires suppliers from 7 focus highest-emitting material sectors, including battery, to provide the Carbon Footprint Record of their parts (covering scopes 1, 2, 3), and to submit proposals for reduction of such footprint when participating in calls for tenders (2024 Climate Report, p. 16).</p> <p>This indicates that the company has certain requirements for reduced emissions with some battery manufacturers, but the company does not disclose the scope of coverage or the details of the requirement/agreements.</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0.5
		4.3.2. Company engages and/or enters into formal agreements with extractives and other value chain companies to prevent/mitigate adverse environmental impacts of lithium sourcing.	1	<p>25%: the company has identified and disclosed specific environmental risks of lithium sourcing (e.g. air pollution, water, biodiversity etc.).</p> <p>25%: the company describes its overall approach or strategy to prevent/mitigate environmental risks and adverse impacts within its lithium supply chain (e.g. incorporating environmental conditions into contracts with suppliers, participating in multi-stakeholder initiative(s) to address environmental impacts of lithium sourcing etc.).</p> <p>25%: the company has entered into contractual agreements for the purchase of low-carbon lithium. These agreements may include joint ventures, purchasing commitments, and/or other forms of investment, including R&D.</p> <p>25%: the company provides examples or case studies of contractual agreements and/or direct engagement with specific lithium mining or refining companies to address environmental risks and adverse impacts. Note: examples of direct engagement can be with direct or indirect suppliers. In order to score points here, the company must provide the name of the lithium supplier and the location of the mine or project in question, and it must be clear the engagement / agreement addresses environmental impacts specifically.</p>	<p>In 2024, Renault commissioned the "Mapping of Materials Risks/Country" study that evaluates and prioritizes environmental risks for 18 critical materials, including lithium (2024 URD, p. 264). This assessment reveals a range of environmental impacts, including Air Pollution, Water Pollution, Impact on Forest and Biodiversity, and Soil Pollution. This is an important step for further engagement with lithium suppliers. However, the company does not specify which of the identified environmental risks apply to lithium sourcing specifically and does not explain what actions it is implementing to address these risks across its supply chain.</p> <p>Renault has entered into agreements with Vulcan and ARVERNE for the supply of low-carbon lithium (2024 URD, p. 123). In its 2021 Annual Report (p. 79, 374), Renault also stated that the lithium purchased from Vulcan has a reduced water footprint, as well as being zero-carbon. This agreement therefore also qualifies for the fourth sub-indicator as the agreement helps mitigate water use risks of lithium sourcing.</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0.5

Company analysis - fossil-free and environmentally sustainable supply chains						
Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		4.3.3. Company engages and/or enters into formal agreements with extractives and other value chain companies to prevent/mitigate adverse environmental impacts of nickel sourcing.	1	<p>25%: the company has identified and disclosed specific environmental risks of nickel sourcing (e.g. air pollution, water, biodiversity etc.).</p> <p>25%: the company describes its overall approach or strategy to prevent/mitigate environmental risks and adverse impacts within its nickel supply chain (e.g. incorporating environmental conditions into contracts with suppliers, participating in multi-stakeholder initiative(s) to address environmental impacts of nickel sourcing etc.).</p> <p>25%: the company has entered into contractual agreements for the purchase of low-carbon nickel. These agreements may include joint ventures, purchasing commitments, and/or other forms of investment, including R&D.</p> <p>25%: the company provides examples or case studies of contractual agreements and/or direct engagement with specific nickel mining or refining companies to address environmental risks and adverse impacts. Note: examples of direct engagement can be with direct or indirect suppliers. In order to score points here, the company must provide the name of the nickel supplier and the location of the mine or project in question, and it must be clear the engagement / agreement addresses environmental impacts specifically.</p>	<p>Renault has entered into agreement with Terrafame for a sustainable nickel supply (low carbon and traceability of the entire supply chain) (2024 URD, p. 123).</p> <p>In 2024, Renault commissioned the "Mapping of Materials Risks/Country" study that evaluates and prioritizes environmental risks for 18 critical materials, including nickel (2024 URD, p. 264). This assessment reveals a range of environmental impacts, including Air Pollution, Water Pollution, Impact on Forest and Biodiversity, and Soil Pollution. This is an important step for further engagement with nickel suppliers. However, the company does not specify which of the identified environmental risks apply to lithium sourcing specifically and does not explain what actions it is implementing to address these risks across its supply chain.</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0.25
		4.3.4. Company engages and/or enters into formal agreements with extractives and other value chain companies to prevent/mitigate adverse environmental impacts of cobalt sourcing.	1	<p>25%: the company has identified and disclosed specific environmental risks of cobalt sourcing (e.g. air pollution, water, biodiversity etc.).</p> <p>25%: the company describes its overall approach or strategy to prevent/mitigate environmental risks and adverse impacts within its cobalt supply chain (e.g. incorporating environmental conditions into contracts with suppliers, participating in multi-stakeholder initiative(s) to address environmental impacts of lithium sourcing etc.).</p> <p>25%: the company has entered into contractual agreements for the purchase of low-carbon cobalt. These agreements may include joint ventures, purchasing commitments, and/or other forms of investment, including R&D.</p> <p>25%: the company provides examples or case studies of contractual agreements and/or direct engagement with specific cobalt mining or refining companies to address environmental risks and adverse impacts. Note: examples of direct engagement can be with direct or indirect suppliers. In order to score points here, the company must provide the name of the cobalt supplier and the location of the mine or project in question, and it must be clear the engagement / agreement addresses environmental impacts specifically.</p>	<p>Renault has signed an agreement with Managem for low-carbon cobalt sulphate produced in Morocco (2024 URD, p. 123).</p> <p>In 2024, Renault commissioned the "Mapping of Materials Risks/Country" study that evaluates and prioritizes environmental risks for 18 critical materials, including cobalt (2024 URD, p. 264). This assessment reveals a range of environmental impacts, including Air Pollution, Water Pollution, Impact on Forest and Biodiversity, and Soil Pollution. This is an important step for further engagement with the cobalt suppliers. However, the company does not specify which of the identified environmental risks apply to cobalt sourcing specifically and does not explain what actions it is implementing to address these risks across its supply chain.</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0.25

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		4.3.5. 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	100%: the company is a member of the Global Battery Alliance.	Renault is a member of the Global Battery Alliance. https://www.globalbattery.org/about/members/	1
		4.3.6. The company invests in the development of new battery chemistries & technologies that minimize their overall material and carbon footprint by reducing the use of emissions-intensive minerals and toxic materials	2	<p>25%: the company provides examples of R&D that they are conducting in-house or in partnership with value chain partners to develop new battery chemistries / technologies that reduce the use of emissions-intensive minerals (such as nickel and cobalt). Note: this could include R&D into the development of smaller batteries.</p> <p>25%: the company provides examples of the systems and processes it is developing to scale this R&D to commercial production.</p> <p>50%: 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 (2023 URD, p. 54; 2024 URD, p. 68).</p> <p>In its 2024 Climate Report (p. 16), Renault discloses that it has established partnerships with French startup Verkor to manufacture batteries in France starting in 2025 and refers to Verkor as a "European pioneer in high-performance, low-carbon batteries". This indicates an example of scaling the R&D to commercial production (starting in 2025 according to Renault).</p> <p>It also discloses the partnership with Envision AESC to build a gigafactory in Douai to produce low-carbon batteries (2024 URD, p. 59).</p> <p>Additionally, Renault discloses that Ampere, which was created by Renault and operates independently since October 2023, is ready to integrate LFP (Lithium Iron Phosphate) chemistry into its cars from early 2026 and is developing cobalt-free battery technology by 2028 (2024 URD, p. 14).</p> <p>2024 Climate Report https://assets.renaultgroup.com/uploads/2025/03/RENAULT_Rapport_Climat_2024_GB_1920x1080pix_V1_prol_MEL.pdf</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	1

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		4.3.7. The company invests in the development of new battery designs, technologies, systems and/or processes to maximize the safe and effective recycling of EV batteries	1	<p>25%: the company provides examples of R&D that they are conducting in-house or in partnership with value chain partners to improve the recyclability of batteries (i.e. recovery rates). Note this could include R&D into battery design and/or recycling methods.</p> <p>25%: the company provides examples of the systems and processes it is developing to scale this R&D to commercial production.</p> <p>50%: 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 & 70% lithium. Note disclosed recovery rates achieved at the pilot / R&D stage are valid for points here. Disclosure of recovery rates achieved at commercial scale is evaluated in indicator 4.3.10.</p>	<p>Renault indicates that it “applies eco-design standards to its vehicles and batteries, which are also developed considering repair, disassembly and recycling criteria, favoring recyclable materials” (2024 URD, p. 162). Each vehicle project is overseen by a recycling specialist, known as the Environmental Customer Performance Leader, who ensures specific objectives are met in terms of recycled materials content and recyclability. This indicates that Renault has an in-house system to improve the design of batteries in order to enhance their recyclability.</p> <p>Renault also partners with the CEA on R&D projects including automated battery disassembly and jointly apply for research funding for projects such as European Battereverse project on battery ageing for second-life use (2024 URD, p. 65).</p> <p>Renault also established a new entity The Future Is NEUTRAL (TFIN) in 2022 to bring together in-house expertise and partners to offer closed-loop recycling solutions at every stage of a vehicle’s life (2024 URD, p. 68). It discloses that TFIN plans to recycle 80% of strategic materials (cobalt, nickel, lithium) from end-of-life batteries to manufacture new batteries by 2030, but does not disclose the recovery rates currently being achieved at the R&D stage (2023 URD, p. 114).</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p> <p>Universal Registration Document 2023 https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf</p>	0.5

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points
		4.3.8. The company has established processes for battery repair, reuse and repurposing in order to maximize the usable lifespan of its EV batteries.	1	<p>25%: the company indicates that there are processes in place (such as inspection, design, access to battery information, collection and transportation, etc.) for repairing, reusing and/or repurposing batteries.</p> <p>25%: 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>50%: 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 repairing, reusing, and repurposing batteries. Renault has facilities at its Refactory site in Flins for retrofitting, reuse, dismantling and recycling batteries, which doubled its capacity to repair batteries and prepare them for a second life in 2023 (2024 URD, p. 68).</p> <p>As for battery repurposing, Renault discloses its partnership with the startup Betteries, which uses recycled EV batteries to develop transportable electric generators suitable for a variety of purposes (e.g. on construction sites or in food trucks) (2023 URD, p. 114). It also discloses that Mobilize develops new stationary or mobile storage applications, in which batteries are reused for a second life (2023 URD, p. 68).</p> <p>Renault discloses that overall nearly 6,000 batteries have already been recycled (2024 URD, p. 68). It is unclear if this number is for 2024 or aggregated for past years. Additionally, this number does not seem to represent the total volume of batteries collected. Thus it does not get points for the third sub-indicator.</p> <p>Universal Registration Document (URD) 2024</p> <p>https://www.renaultgroup.com/wp-content/uploads/2024/03/renault_urd_2023_en_202403201552.pdf</p>	0.5
		4.3.9. The company has established closed-loop processes in order to maximize the recycling of end-of-life EV batteries	1	<p>25%: the company indicates that there is a closed-loop process in place for recycling batteries (that involves recovering raw materials).</p> <p>25%: 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>50%: the company provides quantitative information about the % of batteries currently being recycled (at commercial scale). Note: this could be mineral recovery rates and/or the total percentage of batteries recycled (out of all batteries collected for end-of-life treatment).</p>	<p>The company indicates that it has a closed-loop process for recycling batteries through the new entity The Future Is NEUTRAL (TFIN) created in 2022 (2024 URD, p. 68). It does not provide further detail about the recycling process.</p> <p>Renault discloses that overall nearly 6,000 batteries have already been recycled (2024 URD, p. 68). It is unclear if this number is for 2024 or aggregated for past years.</p> <p>Universal Registration Document (URD) 2024</p> <p>https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0.25
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	Performance Band: C- (upgraded from D+ in previous year) https://lobbymap.org/company/Renault-da6a2597b9d24c063ad54d8be696efd	1.1

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Renault Analysis	Renault Points

Company analysis - human rights & responsible sourcing						
Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault analysis	Renault Points
1. Responsible Sourcing: General HR 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) and/or the OECD Guidelines for Multinational Enterprises.	Renault has a standalone human rights policy in which the company expresses a commitment to abide by the Universal Declaration of Human Rights. However, this does not extend to the full International Bill of Rights (which also includes the UN Covenants on Civil and Political Rights, and Economic, Social and Cultural Rights), or the UNGPs and/or OECD Guidelines. - Renault Human Rights Policy https://assets.renaultgroup.com/uploads/2025/06/Human-Rights-Policy-RG-v6-June-2025.pdf	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. The SCoC explicitly references the company's human rights policy or states that suppliers are required to respect and/or uphold all human rights. OR 25%: the company has a Supplier Code of Conduct (SCoC) or equivalent that explicitly requires suppliers to comply with the company's human rights policy that is limited in scope, or to respect a limited selection of human rights listed by the company. PLUS 50%: the company "requires" or otherwise mandates their suppliers to apply the requirements of the SCoC to their own suppliers. OR 25%: the company "expects" or "encourages" their suppliers to apply these standards to their own suppliers.	Renault's SCoC does not mention its Human Rights Policy, but requires suppliers to commit to applying the Universal Declaration of Human Rights, and the OECD Guidelines for Multinational Enterprises (p. 3). Renault does not appear to require suppliers to apply the SCoC requirements to their own suppliers, but to only encourage this. The SCoC "requests" suppliers to cascade the SCoC to their own suppliers (p. 1). In the elaboration of mandatory requirements, the company does not include any requirement to impose similar demands on the supplier's own suppliers. This same approach is adopted in Renault's Procurement Policy for Suppliers, in which the company uses the verbs "request" (p. 8) or "ask" (p. 4). E.g.: "RGP is asking our suppliers to commit to these principles, to apply it on their scope of operations and to cascade it through all the value chain". - Renault Supplier Code of Conduct (SCoC) https://assets.renaultgroup.com/uploads/2025/07/RG-Suppliers-New-CoC-July-2025-FINAL.pdf - Procurement Policy for Suppliers https://assets.renaultgroup.com/uploads/2025/02/2024_VE_RG-Procurement-Policy-for-Suppliers_v3.pdf	1.5
	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 describes an impact materiality assessment process under the EU's CSRD in its URD (from p. 106). The identification of risks and impacts was based on "existing impact assessments and other sources such as corporate social responsibility frameworks, scientific studies, databases, and stakeholder expectations, including based on media exposure and questionnaires". The company describes the methodology for assessing "materiality" and prioritising impacts (based on concepts of severity and likelihood) (p. 106). This exercise is performed annually (p. 107). - The company also describes their human rights risk mapping process as part of their Vigilance Plan, including sources of information and prioritisation criteria. This is also performed annually (URD, p. 246, 263). In 2024, Renault commissioned a study to map raw materials and country risks in order to prioritise risks for "the extraction processes for 18 minerals", and "81 countries, including the main mineral extraction countries, as well as the countries in the Renault Group supplier base" (p. 264). - Renault does not disclose whether/how they consult with external human rights experts as part of their impact materiality assessment or risk mapping processes. - Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf	0.75

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	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>25%: the company names the generic, salient risks in their supply chain (e.g. conflict minerals, forced labour, water security, etc.).</p> <p>50%: the company discloses where in their supply chain these risks occur, by reference to geographical location, material type, and/or tier. Note: greater level of specificity on all these elements is expected under indicator 2.2.2 on transition minerals risks.</p> <p>100%: the company provides additional description of these risks. Note: to score here, the description must be based on findings from the company's due diligence measures, and not constitute a generic description.</p>	<p>Renault discloses the “material” human rights impacts (risks) resulting from its impact materiality assessment in its URD (p. 110-12). The material risks to the rights of value chain workers are also listed at p. 204, and of communities and Indigenous Peoples at p. 209.</p> <p>- Renault provides some information about where in the supply chain these risks occur, by reference to either tier, relevant raw material, or geographical location (p 204, 209). This information is limited and not systematically disclosed. Going forward, a more systematic description of tier, material type, and/or geographical location per identified risk might be expected in order to achieve points.</p> <p>- Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0.75
		1.2.3. The company has a process for identifying high risk supplier categories in their supply chain.	1	<p>50%: the company outlines the process for how they identify high risk supplier categories in Tier 1 in order to prioritise differential preventive/mitigating action. 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>25%: the company outlines how this process extends beyond tier 1. Note: 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>25%: the company outlines the types of preventive/mitigating actions it uses to manage those risks. Note: to score here, it must do more than indicate that there are differential assurance actions, it must specify what those are.</p>	<p>Renault has elaborated a risk map which allows the company to identify high-risk suppliers based on combined data from raw material-related risks and country risks (risks associated with the extraction processes for 18 minerals, and risks associated with 81 countries, including the main mineral extraction countries, as well as the countries in the Renault Group supplier base) (URD, p. 264). Based on these two factors, supplier sites are ordered according to four levels of criticality: “low”, “medium”, “high” and “very high” (URD, p. 246). The level of criticality allows for the definition of future audits and action plans (p. 207).</p> <p>- Individual suppliers are assessed and rated through an Internet platform (principally EcoVadis). This gives an overall risk. “Renault Group expects its suppliers to achieve a minimum rating of 45/100 annually, which is regarded by EcoVadis as good sustainability performance, corresponding to a low CSR risk”. This may be followed by on-site CSR audits which are also used to detect human rights issues (URD, p. 207, 265).</p> <p>- Renault states that it “identifies the actions needed and appropriate in response to actual or potential negative impacts on affected communities through a risk mapping process, as presented in the Vigilance Plan” (URD, p. 211). These actions are described from p. 265.</p> <p>- The process does not appear to extend beyond Tier 1.</p> <p>- Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0.75

Company analysis - human rights & responsible sourcing						
Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault analysis	Renault Points
	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>25%: the company outlines the process to assess risks at individual suppliers. This may include supplier questionnaires, audits, etc. Note: 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>25%: the company provides quantitative information of the number of potential new suppliers assessed, and the tier that they belong to.</p> <p>25%: the company provides quantitative information on the number of potential new suppliers where non-conformances were found. Note: the action taken to respond to these findings is addressed by indicators below.</p> <p>25%: this process extends beyond tier 1 to tier 2 at a minimum.</p>	<p>Renault's SCoC states that the requirements listed in it are applicable to suppliers who "want to enter the Renault Group Procurement Panel as new suppliers" (p. 2). ESG is used as pre-selection criteria for all suppliers (URD, p. 104). This includes performing an ESG compliance assessment and achieving a minimum rating (e.g. ECOVADIS, minimum level expected is 45) (SCoC, p. 15).</p> <p>This process does not appear to extend to Tier 2 suppliers.</p> <p>Renault does not provide information on the number of potential new suppliers assessed, or the results of these assessments.</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p> <p>Renault Supplier Code of Conduct (SCoC) https://assets.renaultgroup.com/uploads/2025/07/RG-Suppliers-New-CoC-July-2025-FINAL.pdf</p>	0.5

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	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>20%: the company indicates that there is a process in place to monitor compliance.</p> <p>20%: the company provides details on the process (e.g. tools, technologies and sources of information they use).</p> <p>20%: 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>20%: 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>20%: the company provides quantitative information on non-conformances found, their type and severity. Note: it is insufficient just to provide a number, additional information (for example, on the type, location, and/or severity of the non-conformances) must also be provided.</p> <p>OR</p> <p>10%: the company provides quantitative information on non-conformances found</p> <p>Note: 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 (this can refer to the company as a whole, or to the total number of suppliers within a relevant category). The action taken to respond to these findings is addressed by indicators below.</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>Renault monitors compliance through an annual ESG Compliance assessment, “on-site ESG audits” (SCoC, p. 15), media monitoring by the Prevention & Protection Department, stakeholder engagement with NGOs, and reports to the Whistleblower system (URD, p. 211). The company discloses that in 2024, all of their “Top 500” suppliers (representing approximately 97% of the total direct purchasing value) were covered by a CSR performance assessment (URD, p. 267). However, this does not clarify how many of these assessments were performed during the reporting year.</p> <p>Elsewhere in the report, the company also discloses that “in 2024, the Group also initiated the deployment of self-assessment questionnaires, using the same process as on-site audits” and that “56 supplier sites were assessed in 2024 in five countries (Brazil, China, India, Morocco and Türkiye)” (URD, p. 265). However, it is not clear whether/how this relates to the top 500 supplier assessments mentioned earlier (e.g. are these separate assessments or are they included in the numbers for the top 500 supplier assessments?). In any case, information regarding tier is not provided.</p> <p>Renault’s information on the number of audits is unclear. The company states that “104 audits and SAQs” were carried out in 2024 compared to 45 in 2023 (URD, p. 208). However, this does not clarify how many actual audits were performed. In any case, the information does not clarify the tiers on which audits were performed.</p> <p>The company discloses that 86.7% of the total number of suppliers assessed (97% of the total purchasing value) achieved a high or very high grade in their ESG assessment (i.e. 45 or more points out of 100 in the EcoVadis assessment) (URD, p. 267). It is therefore possible to determine that 13.3% of suppliers were found to have some degree of non-conformance. However, as stated above, it is not clear whether these numbers relate to non-conformances found during the reporting year, or reflects historic figures. Additionally, the company does not disclose information about the type and severity of the non-conformances found.</p> <p>Renault Supplier Code of Conduct (SCoC) https://assets.renaultgroup.com/uploads/2025/07/RG-Suppliers-New-CoC-July-2025-FINAL.pdf</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0.8

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault analysis	Renault Points
		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, or potential 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>33%: the company discloses the actions it will take in response to findings of non-conformance by potential new suppliers (for example, time-bound action plans before contracts go ahead, policy revision, targeted training, onsite audits, refraining from contracting, etc.).</p> <p>33%: the company discloses specific actions it will take in response to findings of non-conformance by existing suppliers.</p> <p>33%: the company discloses the number of corrective action plans or equivalent issued during the reporting year. Note: this is distinct from providing remedy to impacted stakeholders.</p> <p>Note: this is distinct from providing remedy to impacted stakeholders.</p>	<p>Potential new suppliers that do not reach the minimum sustainability rating in the ECOVADIS ESG assessment must submit a corrective action plan, detailing the measures to be implemented and the timeline for achieving compliance (SCoC, p. 15).</p> <p>Existing suppliers must also submit corrective action plans if they do not reach the required minimum rating, as these assessments are performed annually. In addition, in case of non-compliance with a mandatory requirement, “suppliers shall carry out an appropriate remediation plan” (SCoC, p. 2). “In case of “zero tolerance non-conformity” (e.g., critical issue related to child labor, forced labor, social rights, environment, health and safety), the supplier shall put in place an immediate countermeasure action plan” (p. 15). Suppliers must “immediately report full details of the non-compliance, investigation outcome and corrective countermeasures deployed to bring to an end the non-compliance and prevent reoccurrence” (p. 15-16). Breaches that are not corrected may lead to the temporary suspension of orders or terminating the relationship (p. 16).</p> <p>Renault does not disclose the number of corrective action plans issued during the year.</p> <p>Renault Supplier Code of Conduct (SCoC) https://assets.renaultgroup.com/uploads/2025/07/RG-Suppliers-New-CoC-July-2025-FINAL.pdf</p>	1
		1.3.5. The company discloses how they verify the implementation of corrective actions.	1	<p>The following scores are absolute, not cumulative:</p> <p>100%: the company discloses the types of actions that it undertakes across its whole supply chain to verify whether corrective actions have occurred.</p> <p>25%: 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>According to Renault’s SCoC, verification of corrective action plans may be done by follow-up audits, at the expense of the supplier (p. 15). Suppliers must also send Renault “a report with full details of ... corrective countermeasures deployed to prevent reoccurrence of “zero tolerance non-conformity” (e.g., critical issue related to child labor, forced labor, social rights, environment, health and safety) (p. 15). Monitoring of implementation of corrective action plans of suppliers with the lowest scores is carried out by the company’s Responsible Purchasing Division, and are followed by mandatory re-auditing (URD, p. 266).</p> <p>Renault Supplier Code of Conduct (SCoC) https://assets.renaultgroup.com/uploads/2025/07/RG-Suppliers-New-CoC-July-2025-FINAL.pdf</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	1

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault analysis	Renault Points
	1.4. Remedy	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>10%: if the company only has an in-house mechanism</p> <p>20%: 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>20%: The mechanism is available to its workers, suppliers, suppliers' workers (in any tier) and other external stakeholders (e.g. whistleblower hotline).</p> <p>50%: the company communicates how the existence of the mechanism is communicated to its suppliers' workers and other impacted stakeholders. Note: simply posting it on the website is not enough.</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>Renault has put in place a Whistleblower system (WhistleB) which is “managed by an outside service provider” (URD, p. 267) and that, according to the company’s URD, is available to all value chain workers (p. 207) and “any individual, including a representative of affected communities” (p. 211). However, when describing the Whistleblower system specifically, the URD states that it is only available to “all employees (including job applicants and former employees), external and occasional collaborators, shareholders, members of the administrative, management or supervisory bodies of Renault Group entities, as well as employees of contract counterparties of Renault Group entities (such as dealers, suppliers and partners) and their subcontractors” (p. 267). This is in line with the actual Whistleblowing Handling Procedure, which provides a closed list of persons who can submit reports that does not include potentially affected rightsholders and value chain workers that are not value chain “employees” (i.e. workers that are subject to a formal employment contract) (Section 2.3, p. 8-9). This description is also consistent with the company’s Human Rights Policy, which lists current and former Renault Group employees, as well as candidates, shareholders, external or occasional employees and contractors (p. 8).</p> <p>- Given the apparent contradiction in the URD, and the greater weight that should be given to both the Human Rights Policy and the Whistleblowing Handling Procedure when it comes to evaluating the company’s complaints mechanisms for human rights grievances in the value chain, only the information in the Human Rights Policy and the Whistleblowing Handling Procedure is taken into account. For this reason, the Whistleblowing system is considered not to be available to potentially affected rightsholders and value chain workers that are not “employees”, and therefore points for the last two sub-indicators will not be given.</p> <p>- Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p> <p>- Whistleblowing Handling Procedure https://assets.renaultgroup.com/uploads/2024/10/whistleblowing-management-procedure-1.pdf</p> <p>- Renault Group Human Rights Policy https://assets.renaultgroup.com/uploads/2025/06/Human-Rights-Policy-RG-v6-June-2025.pdf</p>	0.6

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault analysis	Renault Points
		1.4.3. 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>25%: The company provides quantitative information about the total number of grievances raised during the reporting year.</p> <p>25%: The company provides quantitative information about the total number of supply chain grievances, with detail as to their type, severity, tier, and geographical location.</p> <p>25%: the company provides information about the number of supply chain grievances resolved, and an indication of how they were resolved. Note: simply stating that the grievance was resolved is not enough - the company must disclose the substantive outcome (e.g. rejected and reasons for rejection, confirmed and compensation provided, and/or agreement with the complainant reached, and/or rectification of wrongful practices requested, etc.). The indicator below seeks greater detail as to the concrete measures of reparation offered.</p> <p>25%: The company provides information about the total number of ongoing supply chain grievances.</p>	<p>Renault discloses that, “within Renault Group, 765 new reports were registered worldwide in 2024” (URD, p. 230). The company does not specify how many of these were supply chain grievances, and does not provide any statistical data concerning this type of complaints.</p> <p>- The company states that “a statistical report on whistleblowing worldwide is presented annually to the Group Ethics and Compliance Committee (CECG) and the Audit and Risk Committee (CAR), a committee of Renault Group’s Board of Directors” (URD, p. 267). However, the company does not disclose this report or the statistical information contained in it, which could allow for a greater understanding of supply chain-specific grievances.</p> <p>- Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0.25
		1.4.4. The company has put in place a remedy process for its supply chain.	2	<p>25%: the company describes how they investigate an issue that is raised and escalate the issue within the company</p> <p>25%: the company indicates how they determine appropriate remedy</p> <p>25%: the company indicates whether the affected rightsholders are involved in the determination of remedy and how</p> <p>25%: 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</p> <p>Note: the UNGPs specify that impacted stakeholders should be involved in the determination of remedy. As such, additional indicators have been included under each of the focus areas to provide a score regarding the company’s engagement with specific stakeholder groups.</p>	<p>Renault’s Whistleblowing Handling Procedure describes the investigation and escalation process in detail (p. 16-19). This includes how the company determines remedy (p. 19). The company does not indicate whether the affected rightsholders or complainants are involved in the determination of remedy. According to the Whistleblowing Handling Procedure, they are only informed of the remedy that has been decided (Section 4.3.3, p. 17).</p> <p>Renault does not disclose information about the number of confirmed human rights grievances in its supply chain that resulted in measures of reparation to those affected.</p> <p>The company does disclose that, “in 2024, Renault Group was not subject to condemnation regarding the non-respect of human rights to the best of its knowledge. No complaints or serious incidents related to human rights were recorded” (URD, p. 207). Later in the report, the company re-states that it “is not aware of any serious human rights incident/violation related to local communities in 2024” (URD, p. 211). However, this does not address the last sub-indicator fully as it only provides partial information. It appears to refer to “serious” incidents only, and it is not clear whether it includes supply chain grievances, and if so, whether it includes all of them or only those that involved local communities (as against, e.g. supply chain workers).</p> <p>Whistleblowing Handling Procedure https://assets.renaultgroup.com/uploads/2024/10/whistleblowing-management-procedure-1.pdf</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	1

Company analysis - human rights & responsible sourcing						
Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault analysis	Renault Points
2. Responsible Sourcing of Transition Minerals	2.1. Commit	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>100%: 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>75%: 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>50%: 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>Groupe Renault Policy Procurement of Cobalt and Minerals from Conflict-Affected and High-Risk Areas https://assets.renaultgroup.com/uploads/2024/12/RG-Policy-Cobalt-and-Conflict-Minerals_eng.pdf</p>	0.75
		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>50%: Implementation of the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from CAHRAs:</p> <p>- 50%: 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.</p> <p>OR</p> <p>- 25%: 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.</p> <p>OR</p> <p>- 10%: 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.</p> <p>50%: Implementation of Due Diligence:</p> <p>- 25%: 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).</p> <p>- 25%: the company requires suppliers to disclose smelter/refiner information.</p>	<p>Renault's SCoC requires all suppliers of any mineral to apply the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from Conflict-Affected and High-Risk Areas ("Mandatory for any Minerals", p. 13).</p> <p>- The SCoC also requires all suppliers to have a due diligence process in place, covering facilities in the supply chain, and identifying raw materials sources. This applies specifically to battery suppliers and suppliers of conflict minerals from CAHRAs: "For the raw materials originating from regions identified as Conflict-Affected and High Risked Areas (upon EU Regulation 2017-821 definition), supplier shall provide the Conflict Minerals Reporting Template (CMRT) standard developed by RMI (Responsible Mineral Initiative) and Conflict-Free Sourcing Initiative (CFSI), describing due diligence measures taken (e.g., facilities used to produce the conflict minerals, country of origin, and chain of custody of said minerals)" (p. 13-14).</p> <p>- Renault Supplier Code of Conduct (SCoC) https://assets.renaultgroup.com/uploads/2025/07/RG-Suppliers-New-CoC-July-2025-FINAL.pdf</p>	2

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault analysis	Renault Points
	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	<p>25%: the company discloses that they have a process in place to map transition minerals supply chains back to the point of extraction.</p> <p>25%: 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>25%: 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>25%: the company discloses concrete information from their mapping including, at minimum, primary countries 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 & lithium. Companies that map two of fewer minerals will receive half scores.</p>	<p>Renault states that they have commissioned the firm Transitions to conduct an in-depth study entitled “Mapping of Materials Risks/Country”. This covers the extraction processes for 18 minerals in 81 countries, including the main mineral extraction countries, as well as the countries in Renaults’ supplier base (URD, p. 264).</p> <p>The company’s updated SCoC now also requires battery suppliers to disclose its supply chain mapping with names and addresses of its suppliers of the entire supplier chain (for Cobalt, Nickel, Lithium and Natural Carbon Graphite) from its own production to the mine’s sites (p. 13).</p> <p>Renault does not state whether they have fully mapped all, or a portion of their supply chains to the point of extraction, and does not disclose concrete information from their mapping.</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p> <p>Renault Supplier Code of Conduct (SCoC) https://assets.renaultgroup.com/uploads/2025/07/RG-Suppliers-New-CoC-July-2025-FINAL.pdf</p>	1
		2.2.2. The company discloses conflict minerals risks in their supply chain and where they are located.	1	<p>Note: Conflict minerals refers to tin, tungsten, tantalum and gold or “3TG”.</p> <p>25%: the company discloses the risks of sourcing conflict minerals from CAHRAs in their supply chains, specifying the minerals and countries of origin potentially involved.</p> <p>25%: the company discloses whether they source conflict minerals from CAHRAs, as well as the relevant transition minerals and countries of origin involved.</p> <p>50%: the company describes the human rights risks associated with the CAHRA countries they source conflict minerals from in some level of detail. Note: to score here, the description must be based on findings from the company’s due diligence measures, and not constitute a generic description.</p>	<p>Not disclosed. Renault publishes a map with an indication of the countries of origin of 18 selected raw materials (URD, p. 264), but this does not identify which raw materials originate from which countries, and does not indicate whether the countries of origin shown in the map are in the company’s actual supply chain.</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault analysis	Renault Points
		2.2.3. The company discloses broader transition minerals risks in their supply chain and where they are located.	1	<p>The following scores are absolute and not cumulative:</p> <p>100%: the company discloses broader risks from transition minerals in their supply chains and where these are located, by reference to tier, and geographical location for lithium, nickel, cobalt and at least one other mineral.</p> <p>50%: the company discloses broader risks from transition minerals in their supply chains and where these are located, by reference to tier and geographical location for lithium, nickel and cobalt.</p> <p>25%: the company discloses broader risks from sourcing at least one transition mineral, with reference to tier and geographical location and/or the company discloses human rights risks of sourcing transition minerals in general, including countries of origin, without disaggregating this information for individual minerals</p>	Not disclosed	0
		2.2.4. The company publishes a list of smelters or refiners (SoR) in its supply chain	1	<p>100%: the company publishes a complete list of smelters/refiners in their supply chain for at least 3TG minerals.</p> <p>50%: the company publishes a partial list of smelters/refiners in their supply chain. Note: to score here, the company must disclose a significant number of SoRs.</p>	Not disclosed	0
		2.2.5. The company discloses which of the SoRs in its supply chain are conformant with the Responsible Minerals Initiative (RMI).	1	<p>100%: the company discloses information on RMI conformance for all of the SoRs identified in their supply chain.</p> <p>50%: 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> <p>Note: 0.4 points modifier applied due to multistakeholder initiative assessment. See sheet 8.</p>	Not disclosed	0

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault analysis	Renault Points
	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	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>25%: 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>25%: the company specifies that it engages directly with SoRs to build their capacity to conduct due diligence.</p> <p>50%: the company provides detail on how it engages with SoRs to build their capacity</p>	<p>Renault is a member of the Responsible Minerals Initiative (RMI) (URD, p. 206, 266). The company does not discuss whether it engages with SoR directly.</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0.25
		2.3.3. The company formally engages extractives companies and includes human rights clauses in any contractual arrangements.	2	<p>50%: the company discloses that it has entered into direct agreements with extractives companies for the sourcing of transition minerals and that these companies are subject to human rights requirements</p> <p>50%: the company discloses the name of extractive companies it has entered into direct agreement with, the relevant transition minerals, and the location of the relevant mine or mines. Note: to score here, the company must provide this level of detail for a meaningful number of contracts (one or two is not enough).</p>	<p>Renault discloses that, “since 2021, Renault Group has been forging strategic partnerships with suppliers to secure the supply of certain raw materials in the electric battery supply chain” (URD, p. 266). While Renault points out that these agreements allow the company to build more sustainable supply chains, it does not actually state that these agreements include human rights clauses.</p> <p>- The company provides a good level of detail about these agreements. In 2021, Renault signed an agreement with Vulcan Energy for a low-carbon, European supply of lithium from Germany, and with Terrafame for a sustainable supply of nickel from Finland). In 2022, Renault Group signed an agreement with Managem Group for a sustainable supply of Moroccan cobalt. In 2023, Renault Group signed a strategic partnership with the Arverne group, a specialist in geothermal energy and low-carbon lithium production for the electric vehicle battery industry (France) (URD, p. 266).</p> <p>- Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	2

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault analysis	Renault Points
		<p>2.3.4. The company is a member of IRMA and actively engages their suppliers with regards to IRMA mining audits.</p> <p>Note: IRMA does not excuse companies from doing their own supply chain due diligence</p>	2	<p>25%: The company is a member of IRMA.</p> <p>50%: The company actively engages extractive companies within its supply chain regarding auditing by IRMA.</p> <p>25%: the company has established requirements for minerals / metals within its supply chain to be sourced from IRMA audited mines. Note: such requirements do not need to be effective immediately, but the requirement must at least refer to a pathway towards sourcing from mines that have undergone independent IRMA audits within a period of time. Requirements can apply to extractive companies and/or downstream suppliers (e.g. battery manufacturers).</p> <p>Note: 0.8 points modifier applied due to multistakeholder initiative assessment. See sheet 8.</p>	<p>Renault Group is a member of IRMA (URD, p. 206). The company does not state whether they engage with extractive companies directly to encourage IRMA auditing, and the company does not appear to require that minerals in its supply chain be sourced from IRMA audited mines.</p> <p>- Note: the SCoC has been updated to begin to promote IRMA auditing: "Supplier shall promote the implementation in its supply chain of responsible mining assurance such as IRMA (Initiative for Responsible Mining Assurance) or equivalent" (p. 13). Suppliers of minerals more broadly are also encouraged "to actively participate in international initiatives such as the Initiative for Responsible Mining Assurance (IRMA)" (p. 14). However, IRMA auditing appears to only be promoted, not required.</p> <p>- Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p> <p>- Renault Supplier Code of Conduct (SCoC) https://assets.renaultgroup.com/uploads/2025/07/RG-Suppliers-New-CoC-July-2025-FINAL.pdf</p>	0.4
		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

Company analysis - human rights & responsible sourcing						
Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault analysis	Renault Points
	2.4. Remedy	2.4.1. The company has put in place a formal mechanism whereby grievances can be raised about SoR facilities.	1	<p>50%: 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.</p> <p>50%: the company discloses how they review and investigate grievances raised through this mechanism.</p>	Not disclosed	0
3. Indigenous Peoples' Rights and Free Prior and Informed Consent (FPIC)	3.1. Commit	3.1.1. The company explicitly commits to respecting the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP).	1	100%: the company has an explicit commitment to the UNDRIP in their human rights policy and/or in a standalone Indigenous Peoples' rights policy.	<p>Renault's Human Rights Policy includes an explicit commitment to the UNDRIP (p. 7). 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. 25).</p> <p>Renault Group Human Rights Policy https://assets.renaultgroup.com/uploads/2025/06/Human-Rights-Policy-RG-v6-June-2025.pdf</p> <p>Renault Group Code of Ethics https://assets.renaultgroup.com/uploads/2024/12/RG_Code-of-Ethics_2024_VGB-Final.pdf</p>	1
		3.1.2. The company has a public commitment to FPIC.	1	<p>100%: 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.</p> <p>50%: 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.)</p>	<p>Renault's Human Rights Policy includes an explicit commitment to FPIC, but this commitment is qualified as it only refers to "new" projects: "In case of a new project with potential impact on indigenous peoples, RG is committed to respecting the right to Free, Prior and Informed Consent (FPIC)" (p. 7)</p> <p>- Renault Group Human Rights Policy https://assets.renaultgroup.com/uploads/2025/06/Human-Rights-Policy-RG-v6-June-2025.pdf</p>	0.5
		3.1.3. The company requires its tier 1 suppliers to respect Indigenous Peoples' rights	2	<p>The SCoC, responsible sourcing policy or equivalent explicitly requires suppliers to respect the UNDRIP (50%) and FPIC (50%).</p> <p>MODIFIER: Points will be halved if the policy is qualified.</p>	<p>Renault's new SCoC now explicitly requires respect for the UNDRIP (p. 5) and FPIC (p. 5-6). However, immediately after referencing UNDRIP, the text undermines this requirement by tying respect for property rights to local regulations: "suppliers shall ... abide by local regulations in terms of property rights" (section 10.a). This is a problem because local regulations often fall short of UNDRIP standards, particularly in relation to property rights, and undermine Indigenous Peoples' customary rights to land and resources. For this reason, the requirement to respect the UNDRIP is considered qualified.</p> <p>- Renault Supplier Code of Conduct (SCoC) https://assets.renaultgroup.com/uploads/2025/07/RG-Suppliers-New-CoC-July-2025-FINAL.pdf</p>	1.5

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault analysis	Renault Points
		3.1.5. These commitments are translated into the languages used by the impacted Indigenous Peoples.	1	<p>50%: the company requires suppliers to translate these commitments to the languages of the impacted Indigenous Peoples.</p> <p>50%: the company requires that these translations are actively made available to the Indigenous Peoples concerned.</p>	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	<p>25%: The company discloses that their supply chain risk identification process explicitly includes FPIC and other Indigenous Peoples' rights issues through to the point of extraction.</p> <p>25%: the company discloses where in the supply chain these risks occur (e.g. materials, tiers, and geographical location).</p> <p>25%: the company explains how Indigenous Peoples are involved in the risk identification process.</p> <p>25%: the company provides case studies of this process in practice. Case studies should include information on the location, supplier/s involved, the potential impacts on Indigenous Peoples' rights, the Indigenous Peoples concerned and their objections or concerns, and the way the company went about or is ensuring that the specific rights in question are respected.</p>	<p>Renault's impact materiality assessment has identified adverse impacts on Indigenous Peoples' rights as a supply chain risk, and the company includes this risk in its risk mapping process, especially in relation to communities near mining and refining facilities (URD, p. 209).</p> <p>Renault does not systematically disclose where in the supply chain risks to Indigenous Peoples' rights occur, by reference to materials, tiers, and geographical location. The company makes a reference to the potential for adverse impacts on Indigenous Peoples' rights in the extraction cobalt and lithium in their supply chains, and identifies these risks in "South America" and Maghreb (URD, p. 209). However, it is not clear what South American countries this is referring to, and it is not possible to discern which raw material represents a risk in which region the company mentions. In any case, even if clearer or more complete, this disclosure alone is not enough to achieve points under the second sub-indicator.</p> <p>Renault's Human Rights Policy states that "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. 7). However, this does not specify whether potentially impacted Indigenous Peoples are involved in the company's impact analysis. Similarly, Renault states in the URD that they "engages with affected communities during project planning, development, and operations phases", and that "engagement with indigenous representatives occurs as needed, respecting free, prior, and informed consent" (URD, p. 210). However, none of these statements articulate the purpose of the engagement or more specifically, confirm that it seeks to identify risk. The company does not provide any concrete example or case study of engagement with Indigenous Peoples.</p> <p>Renault Group Human Rights Policy https://assets.renaultgroup.com/uploads/2025/06/Human-Rights-Policy-RG-v6-June-2025.pdf</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0.25

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault analysis	Renault Points
	3.3. Prevent, Mitigate and Account	3.3.1. The company provides additional discussion regarding the practices by which suppliers must obtain FPIC	1	<p>100%: the company describes in detail the process that suppliers must follow (for example, guidance put in place by the company for suppliers to follow, or other practical means of operationalising the company's FPIC commitments throughout the supply chain).</p> <p>25%: the company states a minimum expectation for suppliers and/or the process it describes is limited in its application.</p>	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.	0.4
		3.3.3. The company has a formal process in place to engage critical upstream suppliers on FPIC (e.g. extractives companies)	2	<p>This score relates to direct engagement by the company with extractives companies. Note: It is in addition to their membership of IRMA, and it applies whether the extractive companies are direct or indirect suppliers.</p> <p>25%: the company formally engages extractive companies regarding FPIC.</p> <p>25%: the company states that they formally review company documents (e.g. meeting minutes) to ensure that Indigenous Peoples' FPIC has been provided.</p> <p>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.</p>	Not disclosed	0

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	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	<p>The general HR indicators provide a baseline for this. In addition:</p> <p>25%: the company discloses the action it will take if disagreements or disputes with Indigenous Peoples arise in its supply chain.</p> <p>25%: the company discloses the action it will take if it finds FPIC breaches in its supply chain.</p> <p>50%: the company explains how the Indigenous Peoples affected by FPIC breaches are involved in decisions about how to respond (including, but not limited to, whether the company should suspend or cease its relationship with a supplier).</p>	<p>Renault provides some general description of the action it will take if disagreements or disputes with Indigenous Peoples arise in the context of its own activities, i.e. not in the supply chain. The company states that “it is also committed to carrying out effective engagement with indigenous peoples’ representatives if actual or potential negative impacts are arising from its activities or site development projects and to respect the principle of the free, prior, and informed consent of these individuals in the case of potential relocation processes, in line with the United Nations Declaration on the Rights of Indigenous Peoples” (URD, p. 210). These are welcome statements, but they do not describe the action it will take if these sort of challenges arise in the context of suppliers’ activities. The company does not discuss the action it will take if FPIC breaches occur in the supply chain, and does not explain how the affected Indigenous Peoples may be involved in decisions taken in this regard.</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0
	3.4. Remedy	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	<p>FPIC is a continuous process – not a single decision at a single moment in time. Grievance mechanisms should be able to address FPIC concerns throughout the lifetime of a project.</p> <p>25%: the company explains how it involves Indigenous Peoples in the design of its grievance mechanisms and/or processes to address their complaints.</p> <p>25%: the company explains how it involves Indigenous Peoples in the investigation of grievances and determination of remedy.</p> <p>50%: the company provides examples or case studies of remedy provided to Indigenous Peoples for confirmed breaches of FPIC in the supply chain.</p>	Not disclosed	0

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault analysis	Renault Points
4. Respect for Workers' Rights	4.1. Commit	4.1.1. The company has a commitment to workers' rights	1	<p>25%: The company's human rights policy (or similar) includes a specific commitment to the ILO Declaration on Fundamental Principles and Rights at Work and/or the ILO Fundamental Conventions.</p> <p>OR</p> <p>50%: The company identifies and commits to respecting each of the five Fundamental Principles and Rights at Work as established in the ILO Declaration (companies who do not make explicit and unqualified commitments to all five ILO principles will not be scored):</p> <ol style="list-style-type: none"> 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. <p>PLUS</p> <p>25%: the company has a commitment to a living wage in their human rights policy or in another formal policy document.</p> <p>25%: the company outlines how it calculates a living wage.</p>	<p>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. 4-6). Neither the Human Rights Policy, nor the 2013 GFA include a commitment to a living wage.</p> <p>Renault Group Human Rights Policy https://assets.renaultgroup.com/uploads/2025/06/Human-Rights-Policy-RG-v6-June-2025.pdf</p> <p>Global Framework Agreement on Social, Societal and Environmental Responsibility (2013) https://assets.renaultgroup.com/uploads/2025/01/global-agreement-nbop-en-v9.0.pdf</p>	0.5

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		<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>25%: The SCoC includes a specific commitment to the ILO Declaration on Fundamental Principles and Rights at work and/or the ILO Fundamental Conventions.</p> <p>OR</p> <p>50%: The SCoC includes specific requirements on each of the five Fundamental Principles and Rights at Work as established in the ILO Declaration (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"> 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. <p>PLUS</p> <p>25%: the SCoC requires suppliers to pay a living wage.</p> <p>25%: the SCoC prohibits the payment of recruitment fees.</p>	<p>Renault's SCoC requires suppliers to commit to comply "with the principles laid down within the framework of the Declaration of the International Labour Organization (ILO) of 1998 on Fundamental Principles and Rights at work" (p. 3). The SCoC also explicitly requires respect for the five fundamental principles and rights at work (p. 3-4, p. 6). The company does not require payment of a living wage, and does not mention recruitment fees.</p> <p>Renault Supplier Code of Conduct (SCoC) https://assets.renaultgroup.com/uploads/2025/07/RG-Suppliers-New-CoC-July-2025-FINAL.pdf</p>	1
4.2.	Identify	<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>Note: workers' representatives are not a substitute for trade unions where trade unions are allowed to operate and not limited in their activities.</p>	<p>Renault explains that the "Group engages with workers in the value chain through their representatives, including the IndustriALL Global Union, within the framework of Renault Group 2013 GFA monitoring committee, which meets at least once a year" (URD, p. 206).</p> <p>- Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	1

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Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault analysis	Renault Points
		4.2.2. The company discloses the salient workers rights risks in their supply chain and where they are located.	1	<p>The following scores are absolute not cumulative:</p> <p>100%: the company's risk assessment explicitly identifies the salient risks to workers' rights and describes where in the supply chain these are located.</p> <p>25%: the company's risk assessment explicitly identifies workers' rights risks for at least one material / supply chain and the location/s.</p>	<p>Renault discloses the material risks to the rights of value chain workers in the URD (p. 204). However, the company does not disclose where in the supply chain these risks occur. There is a reference to the risk of child labour and forced labour being particularly prominent in Brazil, China, India, Morocco and Turkey (p. 204). However, this does not disclose the relevant material and, in any case, it is not sufficiently comprehensive to count for points.</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	0
	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 states that 88% of the Group's employees are covered by a collective agreement (URD, p. 17). However, this does not specify whether the company has a collective agreement with the relevant trade union/s in the headquartered country. However, greater specificity was provided last year when the company disclosed that the metallurgy sector, which includes almost all the Group's French entities, entered into a collective bargaining agreement (CCN), which was signed on 7 February 2022 by CFTD, CFE-CGC, FO and UIMM. The company's 2024 URD continues to quote the new Collective Bargaining Agreement for Metallurgy in France (p. 196) so points will continue to be given.</p> <p>Renault has two GFA with IndustriALL: the 2013 "Committing together for sustainable growth and development" Global Framework Agreement (GFA), and the 2019 GFA on "Working together to build a Renault Group working environment" (URD, p. 194-5).</p> <p>Renault has many formal mechanisms to consult trade unions and/or workers' representatives on the company's workers' rights principles and policies. The company "engages with its workforce and their representatives through regular meetings, including information sessions, follow-ups on the Global Framework Agreements (GFAs) of 2013 and 2019, and negotiations on significant changes within the Group" (URD, p. 184). These meetings take place within the Group Works Council, the Restricted Group Works Council, and the Worldwide Group Works Council (URD, p. 184). Members of the Select Group Works Council who are signatories to the 2013 Global Framework Agreement are also informed before the publication of the Vigilance Plan (URD, Vigilance Plan, p. 245).</p> <p>Universal Registration Document (URD) 2024 https://assets.renaultgroup.com/uploads/2025/03/Renault_URD_2024_EN.pdf</p>	2

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Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault analysis	Renault Points
		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	<p>50%: the company specifies that it works with the relevant trade union and/or workers' representatives in the elaboration of corrective action plans.</p> <p>50%: the company specifies that it works with the relevant trade union and/or workers' representatives in the verification of corrective action plan implementation.</p>	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	<p>50%: the company specifies that trade unions and/or workers' representatives are formally involved in any remedy process concerning breaches of workers' rights in the supply chain.</p> <p>50%: the company provides examples or case studies of remedy provided to workers for confirmed breaches of workers' rights in the supply chain.</p>	Not disclosed	0

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Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Renault analysis	Renault Points

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

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