

# UNITED AGAINST NUCLEAR IRAN

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April 4, 2012

Carlos Ghosn  
Chairman & CEO  
Renault S.A  
13-15 Quai Le Gallo  
Boulogne-Billancourt 92513, France

Chairman & CEO  
Nissan Motors Co, Ltd.  
1-1 Takashima 1-chome  
Nishi-ku, Yokohama-shi  
Kanagawa 220-8686, Japan

Re: Renault and Iran

Dear Mr Ghosn,

United Against Nuclear Iran (“UANI”) is writing to express concern regarding Renault S.A's ("Renault") ongoing business activities in Iran. Renault's business dealings in Iran directly support the Iranian regime's ability to develop its illegal nuclear weapons program, support its terrorist proxies and pursue a brutal campaign of repression against the Iranian people. UANI calls on Renault to follow the lead of other responsible corporations, including Caterpillar and Komatsu, and end its Iran business.

Renault's significant presence in the Iranian auto industry is the result of partnerships with a number of Iranian entities, including Iran Khodro, Saipa Group, Automotive Industry Development Company (AIDCO) and the Industrial Development and Renovation Organization of Iran (IDRO). These relationships center on Renault Pars, an Iranian-Renault joint venture established in 2004 between IDRO, IDRO subsidiaries and Renault. Renault Pars is headquartered in Tehran and is responsible for securing and maintaining Renault's position as the second most prolific foreign automaker in Iran. (Renault, "[Renault in Iran](#)")

Of primary concern is that Renault is seeking to expand its business in Iran as other foreign auto companies cut back. While Renault produced over 50,000 vehicles in Iran in 2010 (Iran Vehicle Manufacturing Association, "[Production 2010](#)"), Renault nearly doubled its production in 2011, to 93,578 vehicles. (*Le Monde*, "[PSA Peugeot Citroen subit le contrecoup des sanctions contre l'Iran](#)," 3/30/12) While unprecedented multilateral sanctions are being applied against Iran, including from France, Renault has callously claimed that it is not beholden

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**Ambassador Mark D. Wallace | President & CEO | [MWallace@uani.com](mailto:MWallace@uani.com)**

to sanctions or the will of the international community. (*Le Figaro*, "[General Motors ferme encore plus les portes de l'Iran à PSA](#)," 3/29/12)

UANI is particularly concerned that Renault, through its extensive partnership with IDRO, is doing business with Iran's Islamic Revolutionary Guard Corps ("IRGC"), the brutal and corrupt apparatus in Iran that directs the regime's nuclear weapons program and terrorist activities across the globe. IDRO is an Iranian regime-controlled entity blacklisted by the U.S., UK and EU for its activities in a wide range of nuclear and military activities. Moreover, IRGC commander Rostam Ghasemi currently holds a position on IDRO's Board of Directors. In August 2010, the U.S. Treasury Department's Office of Foreign Asset Control ("OFAC") formally sanctioned Mr. Ghasemi.

Through its control of Iran Khodro, Saipa Group and other auto manufacturers, the Iranian regime and the IRGC hold an effective and lucrative monopoly on the Iranian automotive manufacturing sector. By partnering with the Iranian regime, Renault is supplying the technology and funds necessary for the IRGC to perpetuate this monopoly, continue its dominance over large swaths of the Iranian economy and fund its efforts to pursue weapons of mass destruction and sponsor terrorism around the globe.

Additionally, through the Renault-Nissan Alliance, Renault owns a 43.4% share of Nissan Motor Company ("Nissan"). As you know, UANI and its supporters find Nissan's Iran business particularly disturbing in light of the fact that Nissan is expected to receive approximately USD 1 billion as part of New York City's "Taxi of Tomorrow" program. Under the terms of the contract, Nissan will manufacture up to 26,000 new vehicles for New York City over the next ten years. New York taxpayer dollars should not benefit a corporation, like Nissan, that partners with a regime that is the world's number one state sponsor of terror and has formed an alliance with al-Qaeda.

More broadly, there are a number of compelling reasons for Renault to end its business activities in Iran. In the past few months, the international community has taken unprecedented steps to counter the grave threat posed by Iran's nuclear weapons program. Whether sanctions on Iran's banking activities or the decision of the EU to curtail oil imports from Iran, the world is finally waking up to the reality that nuclear weapons in the hands of Iran's radical leadership will fundamentally destabilize the region and dramatically increase the risk of a nuclear conflict. Just as important, there is growing evidence that this pressure is finally starting to have an impact. It is now time to put maximum pressure on Iran if we are to avoid a potentially devastating conflict, one that would no doubt spark a nuclear arms race in the world's most volatile region.

Renault can be part of this global solution by following the lead of other companies and ending its business activities in Iran. In so doing, Renault can play an important role in denying funding to the IRGC as well as encouraging the regime in Tehran to change course from the dangerous path it is currently pursuing.

The Iranian regime is imperiling the long-term stability of the region, the security of the international community and its own citizens, as well as the entire nuclear nonproliferation regime. It is incumbent on all of us, private citizens, governments and corporations alike, to take

concrete steps to oppose this ongoing and dangerous threat. Renault's direct partnership with Iranian entities controlled by the IRGC is exposing Renault and its investors to serious and irrevocable reputational harm. It is time for Renault to end its business in Iran.

Please let us hear from you by April 11, 2012 as to whether or not you will take action to end Renault's business in Iran.

Thank you for your immediate attention to this matter.

Very truly yours,



Ambassador Mark D. Wallace

cc: The Honorable Michael Bloomberg  
Mayor, City of New York

The Honorable Andrew Cuomo  
Governor, State of New York

David Yassky  
Chair/Commissioner, New York City Taxi and Limousine Commission

Bill De Blasio  
Public Advocate, City of New York

Edna Wells Handy  
Commissioner, New York City Department of Citywide Administrative Services

Toshiyuki Shiga  
Chief Operating Officer, Nissan Motor Company

Andrew Tavi  
Vice President, Legal and Governmental Affairs, and General Counsel, Nissan North America Inc.

Carlos Tavares  
Chairman, Management Committee-Americas, Nissan Motor Company

Christian Mardrus  
Alliance Managing Director, Renault-Nissan Alliance