In response to the health crisis, Michelin is taking action to protect its employees and support its host communities worldwide

**SAFEGUARDING EMPLOYEES**
- Production shutdowns, WFH solutions introduced
- Necessary health precautions deployed to support the reopening of production lines
- Production gradually being restarted

**SUPPORTING COMMUNITIES**
- Around 90k masks and other PPE donated
- Tires and assistance donated free-of-charge for ambulances and other vehicles needed for the crisis
- Masks (400k/week by mid-April) and hand sanitizer being produced in certain Group plants

**PRODUCING HEALTH-CARE PRODUCTS**
- 12k polycarbonate face shields being fast-track produced for hospitals
- Ventilator components and reusable masks being 3D printed
- Positioning cushions being produced to help patients breathe
- Mask production lines built with our Imeca subsidiary
April 2020 YTD: Steep drop in global tire demand in a time of systemic crisis

Source: Michelin

* incl. Central America for OE
Q1 2020: sales down 8.3% and measures taken to attenuate the business and financial impact of the emerging systemic crisis

- Global tire demand collapsed as lockdown policies gradually spread around the world and adversely impacted every business segment:
  - PC/LT: demand fell 15% after OEMs suspended production and consumers went into isolation
  - Truck: markets down 17% year on year
  - Specialties: certain mining markets and Replacement agricultural tires remained relatively resilient

- First-quarter sales down 8.3% year on year at current exchange rates, reflecting:
  - An 11.7% contraction in volumes, which accelerated in March (down 21%)
  - A 2% gain from the robust price-mix, led by the strength of the MICHELIN brand
  - A 1% net increase from changes in the scope of consolidation (first-time inclusion of Multistrada and Masternaut and deconsolidation of BookaTable)

- The Group has implemented measures to mitigate the financial impact of the impending deep recession:
  - Tracking supply and demand on a weekly basis to keep inventory under control
  - Reducing capital expenditure by €500 million
  - Reducing the proposed dividend by a total €330 million and suspending the share buyback program, except for the firm commitments outstanding for 2020
  - Reducing overhead costs

- Michelin’s financial strength will enable it to deal with the uncertainty surrounding the crisis:
  - Stress tests, based on volumes declining by between 20% and 35% over the full year, have shown that the Group has sufficient cash and cash equivalents, without drawing down its back-up lines
As global tire demand plummeted, sales declined by 8.3% despite a robust price-mix effect.

**YoY change**
*(in € millions and %)*

- **Q1 2019 Sales**: 5,809
- **Q1 2020 at constant exchange rates**: 5,308
- **Q1 2020 Sales**: 5,327

**YoY change**

- **External growth**
  - Changes in scope of consolidation* (+1.0%)
  - 59

- **Organic growth**
  - Volumes (-11.7%)
  - -677

- **Price-mix**
  - (+2.0%)
  - +117

- **Currency effect**
  - (+0.3%)
  - +19

* In particular the inclusion of Multistrada and Masternaut and the deconsolidation of BookaTable
Q1: the steep drop in global tire demand did not weaken the Group’s pricing policies or enhancement of its product mix.

YoY quarterly change 2019-2020 (in %)

<table>
<thead>
<tr>
<th>Volumes</th>
<th>Price-mix</th>
<th>Currency effect</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1 2019</td>
<td>Q1 2019</td>
<td>Q1 2019</td>
</tr>
<tr>
<td>Q2 2019</td>
<td>Q2 2019</td>
<td>Q2 2019</td>
</tr>
<tr>
<td>Q3 2019</td>
<td>Q3 2019</td>
<td>Q3 2019</td>
</tr>
<tr>
<td>Q4 2019</td>
<td>Q4 2019</td>
<td>Q4 2019</td>
</tr>
<tr>
<td>Q1 2020</td>
<td>Q1 2020</td>
<td>Q1 2020</td>
</tr>
</tbody>
</table>

- Volumes:
  - Q1 2019: 20%
  - Q2 2019: 14%
  - Q3 2019: 6%
  - Q4 2019: 22%
  - Q1 2020: 0.3%

- Price-mix:
  - Q1 2019: 2.0%
  - Q2 2019: 1.4%
  - Q3 2019: 2.9%
  - Q4 2019: 2.4%
  - Q1 2020: 2.0%

- Currency effect:
  - Q1 2019: -0.5%
  - Q2 2019: -1.4%
  - Q3 2019: -0.6%
  - Q4 2019: -2.2%
  - Q1 2020: -11.7%
In every business segment, disciplined pricing policies and the upmarket shift in the mix attenuated the decline in volumes

<table>
<thead>
<tr>
<th>(in € millions)</th>
<th>2020</th>
<th>2019</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR1 sales</td>
<td>2,597</td>
<td>2,788</td>
<td>-7%</td>
</tr>
<tr>
<td>SR2 sales</td>
<td>1,360</td>
<td>1,550</td>
<td>-12%</td>
</tr>
<tr>
<td>SR3 sales</td>
<td>1,370</td>
<td>1,471</td>
<td>-7%</td>
</tr>
</tbody>
</table>

- SR1: market share gains in 18”+ and OE and firm RT prices helped to mitigate the steep plunge in tire demand and the unfavorable application of raw materials indexation clauses
- SR2: sharp drop in OE volumes since the beginning of the year and the impact of the health crisis on every business dragged sales sharply downwards despite a particularly robust price-mix effect
- SR3: despite a solid price-mix and resilience in certain segments (surface mining tires and RT agricultural tires), specialty tire sales were hard hit by the drop in the construction, OE agricultural and aircraft tire markets
Michelin is taking all the initiatives required to limit the impact of the crisis on SOI and FCF

An unprecedented crisis with a sudden, significant impact on SOI

- A collapse in volumes...

Stress test results assuming volumes down 20% and 35%* over the year

-32%  -42%  -10%  -27%

Assumption @ -20%  Assumption @ -35%

- With a significantly deeper fixed cost shortfall:
  - Higher volume drop-through

*The volume trends presented above may not in any way be construed as guidance or a market scenario for 2020. They are simply assumptions used to test the Group’s financial resistance to a demand shock.

Deployment of measures to cushion the impact on SOI and FCF

- Supply and demand tracked weekly to keep inventory under control
- Capital expenditure cut by around €500 million
- Proposed dividend reduced by €330 million
- Share buyback program suspended, except for the firm commitments outstanding for 2020
- Costs reduced, by:
  - Postponing unnecessary outlays
  - Freezing wage increases, except in regions where commitments have already been made
- Firm pricing strategy and moving the mix upmarket
- Raw materials impact expected to be positive
Michelin’s robust financial position will enable it to withstand an unprecedented tire demand shock

- **Debt maturities at December 31, 2019** *(carrying amount, in € millions)*

- Stress tests have shown that the Group has sufficient cash and cash equivalents, without drawing down its confirmed back-up lines of credit (€1.5bn)
- The tested scenarios assume notably a decline in volumes ranging from 20% to 35% over the full year and reflect the measures now in place to conserve cash
Michelin entered 2020 with a solid financial structure, confirmed by the rating agencies

- Long-term ratings confirmed

<table>
<thead>
<tr>
<th></th>
<th>S&amp;P</th>
<th>Moody’s</th>
<th>Fitch</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short term</td>
<td>A-2</td>
<td>P-2</td>
<td>F-2</td>
</tr>
<tr>
<td>Long term</td>
<td>A-</td>
<td>A3</td>
<td>A-</td>
</tr>
<tr>
<td>Outlook</td>
<td>Negative Stable</td>
<td>Stable</td>
<td></td>
</tr>
</tbody>
</table>

Under its commercial paper program, the Group took advantage of its excellent credit ratings to issue since March 1st, 2020 a net €1 billion in commercial paper with an average maturity of 7.5 months.
Despite the resilience of freight demand in afflicted regions and the reopening of business in China, the situation remains too volatile to map out a market scenario.

Road transportation: number of kilometers traveled per week in Europe
Base 100: second week in January 2020

Michelin manufacturing output in China (in tons)
Base 100: second week in January 2020

Source: Effitrailer / Michelin

Source: Michelin
Our purpose:
OFFERING EVERYONE A BETTER WAY FORWARD

“Because we believe that mobility is essential for human development, we are innovating passionately to make it safer, more efficient and more environmentally friendly.

Our priority and firm commitment is to offer our customers uncompromising quality(…)”
Appendices
Investor Calendar

● Coming events :
  — June 23, 2020 : Annual Shareholders Meeting *
  — July 27, 2020 (after close of trading) : First-half 2020 results
  — October 22, 2020 (after close of trading) : Third-quarter and 9 months 2020 sales

● Dividend date:
  — July 3, 2020: Payment date

* In response to social distancing measures and restrictions on movement, the Group will, exceptionally, hold its Annual Shareholders Meeting behind closed doors and without shareholders in physical attendance, at 9:00 am (CEST) on June 23, 2020. This event will be broadcast live and remotely on the AG2020.michelin.com website.
2007 – 2019: Group capacity to protect and improve its Free Cash Flow generation

2007 - 2019 Free Cash Flow, CAPEX & ROCE*

* With standard taxe rate at 28% for 2017 and 26% for 2018 & 2019 and excluding goodwill, acquired intangibles, associates and joint ventures for 2017, 2018 & 2019

** Reported FCF from 2007 to 2010, Structural FCF from 2011 onwards.
PC/LT: the COVID-19 health crisis is brutally impacting demand in every region as it spreads

Passenger car tire markets at march 31, 2020
(% change YoY, in number of tires)

Western and Central Europe
- 10% OE
- 16% RT
- 14% OE
- 14% RT

North America
- 11% OE
- 12% RT
- 16% OE

Global market
- 12% OE
- 23% RT

South America
- 4% OE
- 21% RT
- 18% OE

Eastern Europe
- 7% OE
- 11% RT

China
- 32% OE
- 46% RT

Africa, India and Middle East
- 3% OE
- 21% RT

Asia (exc. China & India)
- 14% OE
- 14% RT

Source: Michelin.
* incl. Central America.
Truck: OE cycle downturn and the spread of COVID-19 are causing demand to plummet in every region

Truck tire markets at March 31, 2020
(% change YoY, in number of tires)

- 21%*  

North America

OE

RT

South America

OE

RT

OE cycle downturn and the spread of COVID-19

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT

OE

RT
Resilient margins, underlying strengths and robust drivers support confidence in sustainable FCF growth

- Change in segment operating income 2014 – 2019
  (in € millions)
  - 2014: 2,170
  - 2015: -30
  - 2016: 237
  - 2017: 145
  - 2018: 304
  - 2019: 179
  - Fx 15-19: 4
  - Total: 3,009

  +€835m excl. forex

- Structural free cash flow 2014 – 2019
  (in € millions)
  - 2014: 717
  - 2015: 833
  - 2016: 961
  - 2017: 1,509
  - 2018: 1,274
  - 2019: 1,615

- Beyond 2019: Michelin’s strengths and drivers for more value creation
  - A powerful brand operating in structurally growing markets
  - Innovation for better performing, more environmentally friendly products
  - Tires becoming more technology rich
  - Business expansion leveraging our customer base and our unique expertise
  - Competitiveness plan deployment
  - Working capital optimization
Leverage on Group’s strengths, in four domains of growth, to enhance customers mobility and create value

- Michelin’s strengths
  - Michelin brand leadership
    *Michelin Man named* “Icon of the Millennium”
  - High-tech materials leadership
    125 years of competencies and innovations in flexible composite materials and transformation processes
  - Employee engagement
    In 2019, 81% of employees say they are proud and happy to work at Michelin

- Four areas of growth
Recognition for the economic and environmental benefits of Michelin tires’ long-lasting performance

- By offering customers tires that deliver high performance until 1.6mm wear indicators appear

Michelin is improving the tire industry’s environmental footprint
- by avoiding raw material waste
- by reducing carbon emissions

Michelin is improving consumer purchasing power
- by increasing the time between tire changes
- by improving, with worn tires, the fuel efficiency*  

Michelin’s approach is supported by:
- The automotive industry
- The European Parliament

2019
The European Parliament approves worn tire testing

2022
In Europe, long-lasting performance will be a prerequisite for every tire

* Up to a 20% reduction in rolling resistance
Innovation leader with Uptis: the airless concept, an essential step towards more sustainable mobility

- From ambition to action -

**FOR THE NEW C.A.S.E MOBILITY**
(Connected, Autonomous, Shared, Electric)

**Benefits for car owner**
More serenity during the journeys

**Benefits for fleet owners and professionnals**
Productivity optimisation

**Benefits for all**
Material savings and waste reduction

Co-developed with General Motors

AIRLESS TECHNOLOGY « PUNCTURE PROOF »
Michelin is meeting the EV challenge

Increasing range
the major challenge for EVs

Reducing cockpit noise

Coping with torque

Supporting heavy batteries

Consumer and commercial EVs
- Renault Zoé – MICHELIN Energy E-V
- Tesla, en position de leader – MICHELIN Pilot Sport
- Renault Kangoo Z.E. et Z.E.H2 – MICHELIN Energy Saver
- GM Bolt / Volt
- Peugeot e-2008 – MICHELIN Primacy 4
- Mercedes EQC – MICHELIN Pilot Sport 4 SUV…

Asia
- Certified by a large number of Chinese OEMs*
- Partnership with Hyundai for its EV line

Racing
- Formula E – MICHELIN Pilot Sport

* Xiaopeng, WM Motors, Human Horizons, Iconiq, SAIC, BAIC, Guangzhou Autos, FAW

By reducing rolling resistance, with the right materials, and aerodynamic drag, with the right tire design (Slimline)

By using Michelin Acoustic Technology and adjusting tread design

By improving tread rigidity and contact patch friction

By designing tires capable of both carrying heavier loads and reducing rolling resistance
Michelin’s OE position is unique

<table>
<thead>
<tr>
<th>OEM BRANDS (examples)</th>
<th>SPORT PASSION</th>
<th>LUXURY PREMIUM</th>
<th>GENERALISTS</th>
<th>NEW ENTRANTS (OEM &amp; Mobility)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Who are they</td>
<td>Extreme emotions &amp; passionate drivers</td>
<td>Premium brand focus on consumer experience</td>
<td>WW players mass-market oriented</td>
<td>New OEMs &amp; new offers of mobility</td>
</tr>
<tr>
<td>Market weight (Volumes of tires)</td>
<td>2% &gt; in € and image</td>
<td>13% &gt; in € and image</td>
<td>65% =</td>
<td>20% &lt; in € but &gt; in speed</td>
</tr>
<tr>
<td>Main competitors</td>
<td>Pirelli</td>
<td>Continental Pirelli</td>
<td>Bridgestone, Goodyear, Continental, Dunlop, Hankook</td>
<td>All</td>
</tr>
<tr>
<td>Michelin position</td>
<td>Leader</td>
<td>Amongst the Top 3</td>
<td>Amongst the Top 3 Overall &amp; WW presence</td>
<td>Leadership Position amongst non Chinese</td>
</tr>
</tbody>
</table>

... with the overall objective of achieving

- a benchmark position in each segment & each geography
- sales growth at least in line with the market
- profitability on a par with the best auto suppliers
Partner dealership chains* that showcase the Group’s products

- Michelin boasts industry-leading global coverage

- Partner wholesalers: NTW, Ihle, Meyer Lissendorf

- A vast network of strategic retailers* as of late 2019: ~ 7,620 including Penta in Indonesia following the acquisition of Multistrada

*Proprietary or franchised dealers, plus minority stakes in partners
Mining: a successful product offering for a demanding industry focused on productivity

- The most efficient tire line-up in the marketplace
- Digital services improving efficiency
- Comprehensive offering with conveyor belts

XDR250 - 57”

25% (1) more productive with no trade-off on tire life

XDR3 - 63”

12.6% (2) more load on the KOMATSU 930-E4

MEMS Evolution 4

(1) Compared to BRIDGESTONE 46/90 R 57 VRDP and VRPS. Data gathered from 2012 BS databook. And compared to MICHELIN 40.00 R 57 XDR2
(2) Based on comparisons of maximum load capacity with the MICHELIN® XDR® 3 Extra Load to the MICHELIN® XDR® 3, size 53 80 R 63, as set out in the 2018 Michelin Data Book, taking the technical data of the Komatsu 930-E4 truck as a reference. Actual results may vary, and may be impacted by many factors, including road conditions, weather, environment, driving habits, tire size, equipment and maintenance.
Michelin Off-Highway Transportation: contributing to construction, and feeding and protecting people, sustainably

- **OHT customers** operate in
  - Agriculture
  - Construction
  - On-site logistics
  - Defense

- They face challenges in operating sustainably
  - Lack of productive land
  - Material scarcity, pollution, safety risks

- In demanding, unpredictable conditions under tight deadlines

- Benefitting from long-term fundamental growth

- **Tires, tracks & related services:** a key asset to improve profitability and sustainability

  - Increasing yields
  - More load
  - Longer lasting
  - Going faster
  - Optimizing uptime
Services & Solutions: an expansive offering suited to B2B customer needs, up 10% year-on-year

SERVICES & SOLUTIONS

TIRE AS A SERVICE
Usage-based billing*

* Including Truck and Mining tire maintenance

FLEET SOLUTIONS
Connected services

DATA-DRIVEN BUSINESS MODELS
Monetization of data analyses

For the transportation industry and beyond

A global footprint

> 1 MILLION vehicles under contract

Monetization of data analyses

Predictive maintenance
Infrastructure
Insurance

ACQUISITION IN 2019
Our aim: deeply understand our customers to provide solutions that create greater value for all

- Data collection: a pre-requisite to building **predictive** capabilities
- Michelin begins this journey with a data lake that merges **unique historical data sets**
- Michelin will go much further, ultimately **connecting every single asset**
Maintaining our brand leadership and strengthening our B2C connection

**NURTURING OUR STATUS AS A PREMIUM BRAND**

8th most reputable company worldwide
Ranked no.1 in the automotive sector

* Reputation Institute

**DEVELOPING CURATION ACTIVITIES**

that enable our customers to enjoy a unique mobility experience and make Michelin a trusted partner

In 2019, a strategic international partnership agreement was signed with the aim of combining:

- The gastronomic selection expertise of the Michelin Guide
- The power of TripAdvisor’s global customer audience
- TheFork’s leading online restaurant booking platform

* Reputation Institute
Rooted in customer needs, Michelin’s successful new solution strategy includes customers in development and testing processes.

- **Insights**
  - Sharing customers’ experiences

- **Ideate**
  - Formulating offer ideas with customers
  - Efficient codesigning with customers leads to a go/no go

- **Design**
  - Testing value with customers

- **Scale-Up**
  - Series production

- **Market**
  - Proof of concept: the offer answers the needs
  - Proof of value: the customer is ready to purchase

- **Examples**
  - Michelin MEMS Evolution 4
  - Michelin CrossClimate
  - Michelin Track Connect
Biosourced materials: with its unique expertise in materials and its culture of innovation, Michelin is breaking new ground with BioButterfly and BioImpulse

Construction of France’s first demonstrator unit capable of producing butadiene using biosourced ethanol

Project in partnership with IFP Energies Nouvelles and Axens
With support from ADEME (1)

Creation of a new adhesive resin without any Substances of Very High Concern (SVHC)

Collaborative project coordinated by Michelin through ResiCare, that brings together France’s FCBA(2), INRA(3), INSA(4) and Leaf, a business unit of Lesaffre.
With support from ADEME (1)

(1) ADEME: French Environment & Energy Management Agency
(2) FCBA: France’s Institute of Technology for Forest-based and Furniture Sectors; (3) INRA: National Institute for Agricultural Research
(4) INSA: National Institute of Applied Sciences
Continuing to rightsize Michelin’s manufacturing footprint

- 2023 production capacity by region (in kt)
  Including Camso and Multistrada

North America: 30%
Western Europe: 23%
Asia: 27%
South and Central America: 7%
Eastern Europe: 13%
Digital manufacturing: 50 demonstrators launched

Assets
- PREDICTIVE MAINTENANCE
  - ANALYSIS AND ANTICIPATION
    - Assisted root cause quality control
- CONDITIONAL MAINTENANCE
  - SCALE-UP SERIES PRODUCTION

Quality
- STANDARD ANALYSIS
  - Quality data collection (SPC, Vision)
- ANALYSIS AND ANTICIPATION
  - Assisted root cause quality control

Supply
- PLANT DIGITAL TWIN
- PLANNING / SCHEDULING
  - End to End integration
- INVENTORY
  - On time inventory / intelligent lots

People
- ASSISTED ACCES TO KNOWLEG

Automation
- HUMAN/ROBOT COLLABORATION
  - AGV, ROBOTS, VISION
  - 1. AUTOMATISATION FACTORY FLOW
  - 2. WORKSTATION AUTOMATISATION
  - 3. AUTOMATISATION CONTROL – VISION

Digital Performance Management
Beyond 2020: continue to target SG&A benchmark levels

2019 SG&A split (in € millions)

- M&S: 49%
- R&D: 17%
- G&A: 34%

Zoom SG&A (in % of sales)

- Michelin: 16.9%
- Best Tier 1 competitor: 16.8%

Closing the Gap Vs. Best Tier 1 competitor

- 2018: 14%
- 2019: 16.8%
- 2023: (target level)

Switzerland – June 04, 2020
Levers to improve our SG&A structure

- Corporate Business Service in Bucharest (Europe), Queretaro (Americas) and, Shenyang and Bangkok (Asia)

- Cultural transformation: simplification and frugality

- Complete the deployment of our Business Management Program (OPE)

- Creation of Michelin Technology and Innovation Center in Pune (India)

- Strengthening of our purchasing organization and processes

- Value stream mapping for large cross-functional processes

- Digitization of HR and CRM processes
Michelin's non-financial ratings: a leading, and recognized player in sustainable mobility

- **Major sustainability rating (As of December 2019)**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LEADERSHIP</strong></td>
<td><strong>GOLD</strong></td>
<td><strong>PRIME</strong></td>
<td>AA</td>
<td>A1+</td>
<td><strong>OUTPERFORMER</strong></td>
<td></td>
</tr>
<tr>
<td><strong>CLIMATE CHANGE</strong></td>
<td>A-</td>
<td>78/100</td>
<td>B-</td>
<td>7.3/10</td>
<td>68/100</td>
<td></td>
</tr>
<tr>
<td><strong>WATER SECURITY</strong></td>
<td></td>
<td>21%</td>
<td>24%</td>
<td>16%</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Switzerland – June 04, 2020</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Switzerland
- Top 1% (natural rubber)
- 1st of 31 in the sector
- 7ème of 54 in the sector

---

**Michelin score**

- Climate change
- Water security

---

**Light manufacturing**

- Europe
- Global Average

---

**Global Average**

- Company performance
- Social performance
- Governance

---

**Light manufacturing**

- Europe
- Global Average
**Decarbonization: Michelin’s strong commitment to reducing its carbon footprint**

### MICHELIN’S AMBITIONS AND RESULTS IN CO₂ EMISSIONS REDUCTION

**Manufacturing:** *ambition is to achieve a 50% reduction by 2050.*

*In response to the urgent need, the Group has introduced an intermediate and ambitious target: a 38% reduction by 2030*

- **2010:** 3.88 M tonnes
- **2020:** 2.9 M tonnes
- **2030:** -24.8%
- **2040:** -38%
- **2050:** -50%

**Logistics:** *ambition is to achieve a 10% reduction by 2020*

- **2010:**
- **2020:** -10.27%
- **2030:** -10%
- **2040:**
- **2050:**

**LES GRAVANCHES, CLERMONT-FERRAND FRANCE**

- First zero CO₂ emissions Michelin plant, 100% powered by Renewable Energy
- First zero emission valley site: First hydrogen refueling station in Auvergne-Rhône-Alpes, France

*N.B.: ‘Use of products’ CO₂ emissions in 2019 will be publish in the 2019 universal registration document.*
Proven ability to improve unit margin in a highly competitive market environment

Net impact of changes in the price-mix and raw materials prices

(in € millions)

<table>
<thead>
<tr>
<th>Year</th>
<th>Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>+264</td>
</tr>
<tr>
<td>2012</td>
<td>+1,133</td>
</tr>
<tr>
<td>2013</td>
<td>+103</td>
</tr>
<tr>
<td>2014</td>
<td>+118</td>
</tr>
<tr>
<td>2015</td>
<td>-93</td>
</tr>
<tr>
<td>2016</td>
<td>+159</td>
</tr>
<tr>
<td>2017</td>
<td>-70</td>
</tr>
<tr>
<td>2018</td>
<td>+286</td>
</tr>
<tr>
<td>2019</td>
<td>+324</td>
</tr>
</tbody>
</table>
# Sales by currency and SOI impact

| % of sales  
(2019 FY) | 2020 Q1 € change vs. 
currency | Dropthrough sales/SOI* |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>ARS 0.4%</td>
<td>+53%</td>
<td>80% - 85%</td>
</tr>
<tr>
<td>AUD 3%</td>
<td>+5%</td>
<td>80% - 85%</td>
</tr>
<tr>
<td>BRL 3%</td>
<td>+14%</td>
<td>-20% / - 30%</td>
</tr>
<tr>
<td>CAD 3%</td>
<td>-2%</td>
<td>25% - 30%</td>
</tr>
<tr>
<td>CNY 5%</td>
<td>0%</td>
<td>25% - 30%</td>
</tr>
<tr>
<td>EUR 31%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>GBP 3%</td>
<td>-1%</td>
<td>25% - 30%</td>
</tr>
<tr>
<td>INR 1%</td>
<td>0%</td>
<td>25% - 30%</td>
</tr>
<tr>
<td>JPY 1%</td>
<td>-4%</td>
<td>80% - 85%</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td><strong>4.9%</strong></td>
<td><strong>80% - 85%</strong></td>
</tr>
</tbody>
</table>

*actual dropthrough linked to the export/manufacturing/sales base

| % of sales  
(2019 FY) | 2020 Q1 € change vs. 
currency | Dropthrough sales/SOI* |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>MXN 1%</td>
<td>0%</td>
<td>25% - 30%</td>
</tr>
<tr>
<td>PLN 0.4%</td>
<td>0%</td>
<td>25% - 30%</td>
</tr>
<tr>
<td>RUB 1%</td>
<td>-3%</td>
<td>25% - 30%</td>
</tr>
<tr>
<td>SEK 1%</td>
<td>+2%</td>
<td>80% - 85%</td>
</tr>
<tr>
<td>THB 1%</td>
<td>-4%</td>
<td>-100% / -130%</td>
</tr>
<tr>
<td>TRY 1%</td>
<td>+10%</td>
<td>80% - 85%</td>
</tr>
<tr>
<td>USD 38%</td>
<td>-3%</td>
<td>25% - 30%</td>
</tr>
<tr>
<td>ZAR 0.5%</td>
<td>+5%</td>
<td>80% - 85%</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td><strong>4.9%</strong></td>
<td><strong>80% - 85%</strong></td>
</tr>
</tbody>
</table>

*actual dropthrough linked to the export/manufacturing/sales base
Raw materials

Raw material purchases in 2019 (€5.1bn)

- 10% Steel cord
- 14% Chemicals
- 20% Filer
- 24% Natural rubber
- 7% Textiles
- 25% Synthetic rubber

€/$ exchange rate:
Average Q1 2019 : 1.137
Average Q1 2020 : 1.104
-2.9% decrease

Synthetic rubber Manufacturing BLS

Brent, in USD

RSS3

TSR20

€/USD exchange rate:
Average Q1 2019 : 1.137
Average Q1 2020 : 1.104
-2.9% decrease

Switzerland – June 04, 2020
At end of March 2020 *(per kg, base 100 in Q2’17)*

**Natural Rubber price trend**

**Quarterly average TSR20 in $ & quarterly evolution in %**

<table>
<thead>
<tr>
<th>Quarter</th>
<th>TSR20 in $</th>
<th>RSS3 in $</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q2’17</td>
<td>1.5</td>
<td>1.4</td>
</tr>
<tr>
<td>Q3’17</td>
<td>1.5</td>
<td>1.4</td>
</tr>
<tr>
<td>Q4’17</td>
<td>1.4</td>
<td>1.5</td>
</tr>
<tr>
<td>Q1’18</td>
<td>1.5</td>
<td>1.5</td>
</tr>
<tr>
<td>Q2’18</td>
<td>1.4</td>
<td>1.3</td>
</tr>
<tr>
<td>Q3’18</td>
<td>1.3</td>
<td>1.3</td>
</tr>
<tr>
<td>Q4’18</td>
<td>1.3</td>
<td>1.4</td>
</tr>
<tr>
<td>Q1’19</td>
<td>1.4</td>
<td>1.5</td>
</tr>
<tr>
<td>Q2’19</td>
<td>1.5</td>
<td>1.3</td>
</tr>
<tr>
<td>Q3’19</td>
<td>1.3</td>
<td>1.4</td>
</tr>
<tr>
<td>Q4’19</td>
<td>1.4</td>
<td>1.4</td>
</tr>
<tr>
<td>Q1’20</td>
<td>1.4</td>
<td>1.4</td>
</tr>
</tbody>
</table>

Source: SICOM.
At end of March 2020 (per barrel, base 100 au Q2’17)

Brent price trend

Brent in $

Quarterly average Brent in $ & quarterly change in %

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Brent in $</th>
<th>Quarterly Change (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q2’17</td>
<td>51</td>
<td>-</td>
</tr>
<tr>
<td>Q3’17</td>
<td>52</td>
<td>+2%</td>
</tr>
<tr>
<td>Q4’17</td>
<td>61</td>
<td>+18%</td>
</tr>
<tr>
<td>Q1’18</td>
<td>67</td>
<td>+9%</td>
</tr>
<tr>
<td>Q2’18</td>
<td>75</td>
<td>+11%</td>
</tr>
<tr>
<td>Q3’18</td>
<td>76</td>
<td>+1%</td>
</tr>
<tr>
<td>Q4’18</td>
<td>68</td>
<td>-10%</td>
</tr>
<tr>
<td>Q1’19</td>
<td>64</td>
<td>-6%</td>
</tr>
<tr>
<td>Q2’19</td>
<td>68</td>
<td>+7%</td>
</tr>
<tr>
<td>Q3’19</td>
<td>62</td>
<td>-9%</td>
</tr>
<tr>
<td>Q4’19</td>
<td>63</td>
<td>+1%</td>
</tr>
<tr>
<td>Q1’20</td>
<td>56</td>
<td>-11%</td>
</tr>
</tbody>
</table>
Butadiene price trend

At end of March 2020 (per ton, base 100 in Q2'17)

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Butadiene Europe</th>
<th>Quarterly average Butadiene in € &amp; quarterly change in %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q2'17</td>
<td>1,500 +10%</td>
<td></td>
</tr>
<tr>
<td>Q3'17</td>
<td>783 -48%</td>
<td></td>
</tr>
<tr>
<td>Q4'17</td>
<td>800 +2%</td>
<td></td>
</tr>
<tr>
<td>Q1'18</td>
<td>808 +1%</td>
<td></td>
</tr>
<tr>
<td>Q2'18</td>
<td>1,037 +28%</td>
<td></td>
</tr>
<tr>
<td>Q3'18</td>
<td>1,142 +10%</td>
<td></td>
</tr>
<tr>
<td>Q4'18</td>
<td>1,058 -7%</td>
<td></td>
</tr>
<tr>
<td>Q1'19</td>
<td>865 -18%</td>
<td></td>
</tr>
<tr>
<td>Q2'19</td>
<td>900 +4%</td>
<td></td>
</tr>
<tr>
<td>Q3'19</td>
<td>790 -12%</td>
<td></td>
</tr>
<tr>
<td>Q4'19</td>
<td>740 -6%</td>
<td></td>
</tr>
<tr>
<td>Q1'20</td>
<td>727 -2%</td>
<td></td>
</tr>
</tbody>
</table>

Switzerland – June 04, 2020
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Senior Note</td>
<td>Senior Note</td>
<td>Senior Note</td>
<td>Senior Note</td>
<td>Senior Note</td>
<td>Senior Note</td>
<td>Senior Note</td>
<td>Senior Note</td>
</tr>
<tr>
<td>Principal Amount</td>
<td>€ 750 mn</td>
<td>€ 1'000 mn</td>
<td>€ 750 mn</td>
<td>$ 600 mn</td>
<td>$ 500 mn + TAP $100 mn</td>
<td>€ 302 mn</td>
<td>€ 300 mn</td>
<td>€ 300 mn</td>
</tr>
<tr>
<td>Offering price</td>
<td>99,099%</td>
<td>99,262%</td>
<td>99,363%</td>
<td>95,50%</td>
<td>100% &amp; 103,85%</td>
<td>98,926%</td>
<td>99,967%</td>
<td>99,081%</td>
</tr>
<tr>
<td>Rating corporation at issuance date</td>
<td>A- (S&amp;P) ; A3 (Moody’s)</td>
<td>A- (S&amp;P) ; A3 (Moody’s)</td>
<td>A- (S&amp;P) ; A3 (Moody’s)</td>
<td>A- (S&amp;P) ; A3 (Moody’s)</td>
<td>A- (S&amp;P) ; A3 (Moody’s)</td>
<td>BBB+ (S&amp;P)</td>
<td>BBB+ (S&amp;P)</td>
<td>BBB+ (S&amp;P)</td>
</tr>
<tr>
<td>Current corporation rating</td>
<td>A- (S&amp;P) ; A3 (Moody’s) ; A- (Fitch)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coupon</td>
<td>0,875% p.a</td>
<td>1,75% p.a</td>
<td>2,50% p.a</td>
<td>ZERO Conv premium 130%</td>
<td>ZERO Conv premium 128%</td>
<td>3,25% p.a</td>
<td>1,125% p.a</td>
<td>1,75% p.a</td>
</tr>
<tr>
<td>Interest payment</td>
<td>Annual Sept 03</td>
<td>Annual Sept 03</td>
<td>Annual Sept 03</td>
<td>N/A</td>
<td>N/A</td>
<td>Annual Sept 30</td>
<td>Annual May 28</td>
<td>Annual May 28</td>
</tr>
<tr>
<td>ISIN</td>
<td>FR0013357845</td>
<td>FR0013357852</td>
<td>FR0013357860</td>
<td>FR0013309184</td>
<td>FR0013230745</td>
<td>XS1298728707</td>
<td>XS1233732194</td>
<td>XS1233734562</td>
</tr>
<tr>
<td>Denomination</td>
<td>€ 100'000 with min. tradable amount € 100'000</td>
<td>€ 100'000 with min. tradable amount € 100'000</td>
<td>€ 100'000 with min. tradable amount € 100'000</td>
<td>$ 200'000 with min. tradable amount $ 200'000</td>
<td>$ 200'000 with min. tradable amount $ 200'000</td>
<td>€ 100'000 with min. tradable amount € 100'000</td>
<td>€ 100'000 with min. tradable amount € 100'000</td>
<td>€ 100'000 with min. tradable amount € 100'000</td>
</tr>
</tbody>
</table>
"This presentation is not an offer to purchase or a solicitation to recommend the purchase of Michelin shares. To obtain more detailed information on Michelin, please consult the documents filed in France with Autorité des marchés financiers, which are also available from the http://www.michelin.com/eng/ website.

This presentation may contain a number of forward-looking statements. Although the Company believes that these statements are based on reasonable assumptions as at the time of publishing this document, they are by nature subject to risks and contingencies liable to translate into a difference between actual data and the forecasts made or inferred by these statements."
Edouard de PEUFEILHOUX
Humbert de FEYDEAU
Pierre HASSAÏRI

+33 (0)4 63 21 56 90

27, cours de l’île Seguin
92100 Boulogne-Billancourt – France

23, place des Carmes Dechaux
63040 Clermont-Ferrand Cedex 9

investor-relations@michelin.com