absorptive capacity, 11, 17, 18, 22, 53	FDI stock, 152
Africa, 4, 5, 13, 171	FDI stock by country, 153
North, 68, 85, 115, 184	foreign ownership and control, 169, 190
Asia, 5	geopolitical risk, 202
East, 13, 21	integrated periphery, 161–165
Southeast, 6, 13, 21	integrated periphery, basic features, 163–165
Audi	internal combustion engine vehicles,
Belgium, 67	171–172
Hungária, 167, 186	labor shortages, 156-158
Austria	output, 152
stable semiperiphery, 118	output by country, 152
automation, 33, 63, 124, 183, 202	powertrain employment projection, 185
automotive industry, xvi	research and development, 158
core-like processes, 97	research and development, by country, 162
decision-making power, 103	research and development, electromobility,
foreign ownership, 41	166–170
geographic structure, 59	transition to electric vehicles, 165-183,
innovation activities, 103	200–201
lead firms, 127	upgrading, 158
megatrends, 183	value of production, 154
peripheral processes, 97	value of production, by country, 154
personnel costs, 61	war in Ukraine, 154
production costs, 61	automotive industry Europe, 59
profit-shifting strategies, 128	car production trends, 69
semiperipheral regions, 97	core countries, 111–115, 198
spatial zones, 38	core regions, features, 94
automotive industry Eastern Europe, 152–161	core-periphery structure, xvii, 94, 117,
battery gigafactories, 174	197–198
battery industry, 176, 187-189	division of labor, 158, 190
commercial vehicles, 154	future, 201–202
COVID-19, 154	geographic expansion, 68, 101
electric vehicles, employment effects,	geographic structure, 94
183–187	geopolitical risk, 202
electric vehicles, production, 182	internationalization, 41, 83, 84, 195, 197
engine and transmissions plants, 186	job creation and loss, 71, 72–75, 80–90

automotive industry Europe (cont.)	automotive industry power, by country, 112
job creation by country, 82	clustering, 27, 42, 129, 157
peripheral regions, features, 94	commodity chains, 96
periphery, xviii	complementary specialization, 64, 101
periphery countries, 120–122, 198	core regions, 16, 68, 83, 196
personnel costs, 73, 89, 159	economic activities, 97, 127
personnel costs and jobs created, relationship	restructuring, 101–102
by country, 76	core-periphery
personnel costs and jobs lost, relationship by	geographic scale, 2
country, 76	regions, relations of, 99
regional production trends, 68	corporate ownership and control, 127
restructuring database, 70	corporate taxes, 62, 72, 73, 91, 100
semiperiphery, 95	Czechia, 144
semiperiphery countries, 115–120, 198	cost-cutting, 76, 78, 80
spatial division of labor, 94	Czechia, 68, 70, 73, 83, 88, 89, 90, 92, 178
spatial restructuring, 65, 197	automotive industry, 125, 135–136
stable core, 111, 122	automotive R&D, 120
stable periphery, 121	battery gigafactory, 189
stable semiperiphery, 116, 122	capital intensity of production, 145
transition to electric vehicles, 151 unstable core, 115, 122	engine parts, 184 engines and gearboxes, production of, 184
unstable core, 113, 122 unstable periphery, 121	FDI stock, automotive industry, 144
unstable semiperiphery, 121	high-value-added functions, by ownership
wages, 72	and tier, 148
wages, 72	high-value-added functions, by supplier
battery industry. See automotive industry	tier, 146
Eastern Europe	interviews, 72
Belarus, xvi, 59	investment, reasons for, 76, 77
Belgium, 65, 67, 69, 83, 84, 92, 102	labor shortages, 156
stable semiperiphery, 117	location choice reasons, 79
Berlin, 170	powertrain job losses projections, 187
Bolivia, 6	reinvested profits, 144
Bosnia and Herzegovina, 70, 72, 79	relative position, 95
branch plants, 23, 28, 127	repatriated profits, 144
embeddedness, 27	strategic nonproduction functions, 146–148
linkages, 26	supplier tiers, 137, 138
Brazil, 34, 85	transition to electric vehicles, 173
Britain, 28, 69, 73, 80, 83, 86	unstable semiperiphery, 120, 123
Brexit, 115	value capture in automotive industry, 142,
new international division of labor, 25	143–146, 148–150
unstable core, 115, 123	value creation in automotive industry, 140,
Bulgaria, 51, 63, 89	148–150
	wages, 145
Canada, 85	
CATL, 188	Dacia, 166, 167, 170
centralized purchasing, 47	decoupling, 31, 41, 51, 52
ČEZ, 188	geopolitical, 202
Chile, 6	Delphi, 51
China, 5, 6, 33, 34, 70, 89, 143, 166	Denmark
strategic industrial policy, 7	unstable semiperiphery, 120
closure. See factory closure	dependency perspective, 96
cluster analysis, 111, 116, 197	foreign direct investment, 10, 13, 14, 193

Detroit, 92 cost, 178	
Detroit, 92 cost, 178 disinvestment, xvi, 31, 33, 64 crisis, 178, 191	
division of labor, 64  Estonia	
domestic firms, 5, 6, 10, 13, 80 stable periphery, 121	
ability to globalize, 31  Europe	
capabilities, 28, 42 Central, xvi	
core regions, 20 Eastern, xvi, xviii, 34, 37,	39 65 68 72 76
corporate strategies in Britain, 26  83, 84, 85, 90, 101	32, 03, 00, 72, 70,
	0 72 92 90
	9, 72, 83, 90
linkages European integration, 68 spillovers. See spillovers European Union, 68, 76, 10:	1 151
	1, 131
supply networks, exclusion from, 28 CO <sub>2</sub> regulation, 190	
upgrading, 32, 43 Eve Energy, 188	
downgrading, 97	
factories, new, 86	
East Germany, 68 factory	. 05 06 00 00
eclectic theory of international involvement, 8 closure, 26, 28, 31, 64, 65	, 85, 86, 88, 89,
economic geographers, 7, 28, 126 102, 171, 196	
Marxist, 26 conversion, 171	1 00
economic geography, xvii, 32, 97, 201 new, number and jobs creater and job	
approaches to automotive industry, 98 relocation, 31, 41, 51, 64,	65, 85, 86, 88,
approaches to FDI, 23 89, 102	
evolutionary, 151 FDI. See foreign direct invest	tment
foreign direct investment, 18 Finland	
new empiricism, 26 stable semiperiphery, 119	50 57 66 76 00
new regionalism, 27 follow sourcing, xvi, 21, 42,	50, 57, 66, 76, 80,
political economy approaches, 25 83, 84, 88	
economics, 18, 32, 97 oranizational fix, 92	
evolutionary, 12, 193 Slovakia, 51, 195	
heterodox, 193 Ford, 115, 171	
institutional, 12, 193 Genk, 67	• 4
international, 2 foreign direct investment, xv	1, 1
mainstream, 8, 14 Africa, 4, 5	
neoclassical, 8 agriculture, 33	1 22
neoliberal, 8 approaches in economic go	eography, 23
economists, 7 Asia, 4, 21	
heterodox, 13, 14 automotive industry, 34	
Ecuador, 6 branch plants, 22–25, 26	2 11 6
electric vehicles. See also automotive industry  Central America and the C	Laribbean, 6
Eastern Europe China, 6, 31	0 102
mixed production, 170, 190 core regions, 17, 19, 20, 2	
speed of transition in Eastern Europe, 170 dependency perspective. So	ee dependency
transition to, xviii, 165 perspective	
uneven employment effects, 183–187 Eastern Europe, 1, 6	22.404
electronics industry, 127 economic development, 19	
linkages, 28 embeddedness. See embedderess. See embeddedness. See	aeaness
ElevenEs, 187 environmental effects, 33	
embeddedness, 27, 28, 68, 131 extractive industry, 33	
approach, 24, 28 financial services, 33	,
FDI, 27 global annual inflows, 1, 3 energy global inward stock, 1, 3,	
energy global inward stock, 1, 3,	1, 33

foreign direct investment (cont.) global production networks, 29–32	GVCs. <i>See</i> global value chains Győr, 186
heterodox perspective, 14	
heterodox perspectives, 10, 12-13, 193	Harvey, David, 35, 60, 64, 95
horizontal, 19, 29, 193	Hirschman, Albert, 8
Latin America, 4, 6, 21	Hong Kong, 13
less developed countries, 1, 3-7, 192	Hungary, 68, 73, 79, 83, 88, 89, 178
linkages. See linkages	battery industry, 188
mainstream perspective, 8–12, 14, 193	BMW Debrecen factory, 170
Mexico, 6	engine parts, 184
modes of strategic coupling, 30	exports, 184
peripheral regions, 17, 19, 20, 29, 192, 19	
regional development effects, 18–22,	Stellantis Szentgotthárd, 171
193, 195	Hymer, Stephen, 7
regulatory changes in national policies, 11	. 1 . ((
Southeast Asia, 6	index of foreign control, 107
spillovers. See spillovers	by country, 118, 160
uneven development. See uneven	index of innovation, 107
development	by country, 119 India, 34, 85, 115, 143, 171, 184
vertical, 19, 29, 193 world-systems perspective. <i>See</i> world-	industrial development strategy
systems perspective. See world-	Eastern Europe, 6
foreign firms, 83	Latin America, 6
job creation and job loss, 83–85	industrial policy, 5, 12, 193
foreign ownership and control, 95	less developed countries, 12
France, xviii, 67, 69, 73, 80, 83, 84, 86, 91	strategic, 6, 7, 13, 31, 124
automotive R&D, 115	industrial tradition, 78
lower-order core, 114	innovation, 99
Friedmann, John	organizational, 129
core–periphery model, 95, 197	technological, 129
	InoBat, 187
Geely, 115, 173	InoBat Auto, 189
General Motors, 166	instability
Antwerp, 67	economic, 190
Germany, 67, 69, 73, 80, 83, 84, 86, 90,	geopolitical, 190, 191
91, 183 higher-order core, xviii, 111	institutional fix. <i>See</i> integrated peripheries institutional thickness, 27
gigafactory, 187, See also automotive industr	
Eastern Europe	integrated peripheries, xvii, 34, 36–41, 57–58,
Eastern Europe, 188	60, 194, 196
Hungary, 188	basic features, 39, 63, 163–165
Poland, 188	car production, 40
Volkswagen, 189, 191	decoupling, 41
global commodity chains perspective, 96	definition, 36, 37, 194
global production networks, 29-32, 98	Eastern Europe, 161–165
perspective, xv, 29, 35, 37, 122, 192	electric vehicles, transition to, 165–183
value creation and capture, 128-131	FDI linkages, 42–44
global sourcing, 21, 42, 44, 57, 66	geographic restructuring, 63–65
global value chains, 58, 94, 98	in European automotive industry, 67–70
perspective, xv, 14, 96, 122, 192	institutional fix, 66, 67, 68, 78, 80, 195
Göd, 172	investment strategies by TNCs, 99
GPNs. See global production networks	job creation, 80

older, job loss, 102 organizational fix, 42, 66, 77, 80, 92	forward, 21 horizontal, 43
spatiotemporal fix, 37, 47, 50, 66, 91,	integrated peripheries, 42–44
92, 196	peripheral regions, 30
strategic coupling, 41–42 technological fix, 42, 66, 78, 80, 92, 196	supplier, 25 vertical, 43
uneven development. See uneven	Lithium deposits, 188
development	Lithuania
value capture, 52	stable periphery, 121
value creation, 41	logistical costs, 78
value transfer, 41	logistics, 88
international business, 18, 32	Loznica, 188
international division of labor, 97	
new, 23, 25–27	market proximity, 90
international political economy, 32	Massey, Doreen, 25, 26
international production	Mercedes-Benz, 202
theory of, 7	Mexico, 6, 34, 37, 39, 49, 92
investment incentives, 77, 78, 80, 100, 172, 189	Michigan, 92
Ireland, 12, 13, 75	Moldova, 63, 70, 72
Italy, xviii, 67, 69, 80, 83, 86, 91	Morocco, 34, 37, 39, 63, 68, 157
lower-order core, 115	
Iváncsa, 172	Netherlands, 69
T 4 5 42 00 04 466	stable semiperiphery, 119
Japan, 4, 5, 12, 80, 91, 166	new regionalism, 23, 27
just-in-time	Nigeria, 5
delivery, 42, 44, 47, 50, 66, 84, 133, 134	North America, 92
production, 27, 28, 42, 135, 143 supply, 42	North Macedonia, 63, 70, 72, 157
supply, 72	offshoring, 16, 69
Kia, 45, 50	organizational fix. See integrated peripheries
knowledge transfer, 53, 58, 99	outsourcing, 16, 28, 63, 145
Korea, 4	0415041emg, 10, 20, 03, 115
Košice, 172	Pearson correlation coefficient, 73
,	performance/networked branch plants, 28, 128
labor costs, 76, 78, 90, 100	peripheral integration, 92, 99–101
labor skills, 78, 90	peripheral regions, 16, 26, 32, 97
labor surplus, 78	economic activities, 97, 127
Latin America, 13	Peru, 6
industrial development strategy, 6	Poland, 68, 73, 79, 83, 84, 88, 89, 92
lead firm, 96, 195	battery industry, 188
Tier-two, 136, 166	engine factories, 184
linkages, xvi, 11, 17, 19, 20-21, 27, 30, 34, 41,	engine parts, 184
42, 53, 131, 133, 134, 163, 193, See also	exports, 184
Slovakia	labor shortages, 156
backward, 21	national battery electric vehicle, 173
branch plants, 26	powertrain job losses projections, 187
definition, 43	relative position, 95
dependent, 20, 21, 30, 43, 44, 56, 64	stable periphery, 121
detrimental, 20, 44, 56	Portugal, 34, 39, 49, 68, 69, 83, 84, 92, 101
developmental, 20, 30, 43, 44	stable periphery, 121
direct, 28	power
electronics industry, 28	automotive industry, xvii

power (cont.)	stable periphery, 121
automotive industry by country, 116	Russia, xvi, 59, 184, 202
automotive industry, by country, 109, 113	
buyer-driven, 103	Saab, 115
core countries, 104	scale economies, 101, 133
innovation, 107	Senica, 51
ownership and control, 104–107	Serbia, 39, 63, 70, 72, 178, 188
peripheral countries, 104	Singapore, 12, 13
positional, 102, 103–104	Škoda Auto, 136, 166, 167
positional, by country, 105, 114	internal combustion engines, 184
producer driven, 103	Slovakia, 35, 45–57, 68, 70, 73, 83, 88, 89,
semiperipheral countries, 107	90, 178
product life cycle, 7	automotive industry, 45
profit	battery gigafactory, 189
reinvestment, 33, 131, 143	domestic suppliers, 54
repatriation, 13, 15, 26, 99, 129	engines and gerboxes, production of, 184
-shifting strategies, 129, 131	foreign control, 161
PSA, 50, 52, 157	foreign subsidiaries, 47
D 0 - D C 1 1 1 1 1	interviewed and suerveyed firms, map, 46
R&D. See research and development	interviews, 35, 45, 72
race to the bottom, 190	investment, reasons for, 51–52, 76, 77
recoupling, 31	knowledge transfer, 56
regional development	labor shortages, 157
extra-regional factors, 28	linkages, 35, 47–50, 54, 57
regional specialization, 99, 102	linkages classification, 55
reinvestment, 131, 183	location choice reasons, 79
relocation, 64, 65, 89, 90, 100, 183, See also	niche-market suppliers, 54
factory relocation	production, advantages of, 51
partial, 86, 90	questionnaire, 45
Renault, 67, 115, 157, 167, 170, 202	research and development, 45, 54–56
rent	spatiotemporal fix, 49
economic, 129	spillovers, 195
research and development, 22, 25, 29, 39, 88	standard suppliers, 54
capabilities, 19, 22	structure of supplies, 48, 49
electromobility Eastern Europe, 166–170	supplier linkages, backward, 47, 195
share of business expenditures by	supplier linkages, forward, 47, 195
country, 167	supplier linkages, quality, 50, 54–57
share of personnel and researchers by	supplier linkages, quantity, 47–50
country, 168	survey, 35
reshoring, 33	unstable periphery, 121
restructuring	Volkswagen Passat transfer of
in-situ, 63, 85, 88, 92	production, 171
in-situ, job creation and job loss, 86	Volvo factory, 170, 172
restructuring events, 87	Slovenia, 68, 83
job creation and job loss, 85–90	unstable semiperiphery, 120, 123
Rio Tinto, 188	sourcing
risk	domestic, 126, 129, 130, 131, 133-134,
geopolitical, 178, 202	143, 149
Romania, 51, 73, 83, 88, 89, 188	follow. See follow sourcing
Ford, 171	global. See global sourcing
powertrain job losses projections, 187	South Africa, 4, 85
Renault Technology Romania, 115, 121	South America, 171, 184

South Korea, 5, 12, 80, 91, 166	Trnava, 189
Southeast Asia, 171	truncation, 22, 23, 58, 127, 169
Spain, 34, 37, 39, 65, 68, 69, 83, 84, 86, 92,	Tunisia, 51
101, 102	Turkey, 34, 51, 59, 68, 85, 115
relative position, 95	., , , , , ,
stable semiperiphery, 116	Ukraine, xvi, 59, 89, 183, 202
spatial divisions of labor, 18, 23, 25–27, 97, 98,	war, 154, 178, 190, 202
122, 126, 197	uneven development, 18, 25, 33, 34, 127
spatiotemporal fix, 35, 36, 61–63, 76, 86, 91	European automotive industry, 60, 93,
geographic restructuring, 63–65, 92	196
theory, 60, 63, 76, 78, 80, 95, 194, 197	foreign direct investment, 2, 16, 26, 32
spillovers, 10, 17, 21–22, 43, 44, 133, 163,	integrated peripheries, 37, 83, 88
165, 193	law on, 7, 36
direct, 47	theory, 57, 60, 95, 194, 197
horizontal, 21	USA, 80, 166
integrated peripheries, 85	upgrading, 20, 28, 97, 131
	Eastern Europe, 158
knowledge, 129, 130	Eastern Europe, 136
negative, 15, 56 productivity, 21	Valeo, 65
	value
vertical, 21 Stellantis, 202	
	capture, xviii, 30, 96, 97, 126–128, 198–200
strategic coupling, 29, 36, 97, 194 basic modes, 29	creation, xviii, 30, 96, 97, 126–128,
FDI, 30	198–200
	_
functional, 30, 31	enhancement, 96
indigenous, 29, 30	exchange, 130
structural, 29, 30, 41, 43, 44, 51, 97, 194	perceived use, 130
sunk costs, 63, 64, 65, 77, 78, 90, 100, 101, 196	transfer, 30, 97, 99, 128, 130, 131
Sunwoda Electronics, 188	value capture
supplier industry	components of, 131
internationalization, 42	Crock automotive industry, 143, 146
supplier relations, 90	Czech automotive industry, 143–146
supplier tiers, 125, 139	Czechia by supplier tier, 142, 143, 148–150
Tier-one, definition, 139	definition, 126
Tier-three, definition, 139	domestic sourcing, 133–134
Tier-two, definition, 139	measurement in GPNs, 130–134
Sweden, 69, 73	regional, 130, 132
unstable core, 115, 123	reinvested profits, 131, 132
Taiwan 4 5 12	wages, 131
Taiwan, 4, 5, 12	value creation
technological fix. See integrated peripheries	by supplier tier, 141
technology transfer, 19, 20, 25, 34, 35, 42, 145	Czech automotive industry, 140
developmental linkages, 43	Czechia by supplier tier, 140, 148–150
territorial specialization, 64, 65, 92, 196	definition, 126
Tesla, 166, 170	gross value added, 130
transfer pricing, 15, 29, 128, 129, 131	measurement in GPNs, 129–130, 133
transnational corporations, 96	networks of suppliers, 129
headquarters, 29	profits, 129
job creation and job loss, 91	Vernon, Raymond, 7
transportation costs, 78, 101	Volkswagen, 50, 101, 136, 167, 169, 171,
transportation infrastructure, 80	183, 202
technological fix, 92	Emden, 170

Volkswagen (cont.) gigafactory, 189, 191 Slovakia, 45, 52, 157 Trinity factory, 170 Zwickau, 170, 184 Volvo cars, 67, 115, 172 wages, 91, 131 Wolfsburg, 170 World Bank, 12 world-systems perspective, 2, 37, 96 foreign direct investment, 10, 14, 193 Wrocław, 173