

Abstract

Reducing the number of production platforms for various types of cars has led to significant savings in the production of automobiles. This change, however, was only the beginning of the change which corresponds to today's manufacturing process. Automakers sought additional savings to be able to compete with others, and thus, moved part of their production and research to subcontractors. These changes brought about a transformation in the spatial arrangement of the European automotive industry. The first part of the text is devoted to the definition of the core and the periphery, and describes the development of the automotive industry in Europe. Furthermore, the work deals with the subcontracting industry and its role within car production. The text continues by describing the factors that play a role in the localisation of a particular type of car manufacturer, research centres, and subcontractors. Subsequently, the analysis is devoted to indicators which were used to create a periphery-core index. This index is responsible for defining the core, semi-periphery, and periphery of the automotive industry in the European Union. It consists of 11 indicators which represent important characteristics which play a role in determining between core and periphery. In conclusion, I try to interpret the calculated results.

Keywords: automotive industry, source, semi-periphery, periphery, automotive suppliers