

Title: „Geographical Aspects and Implications of European Automobile Industry in the 20th Century“

Abstract

Automobile industry is one of the most important part of the manufacturing in many developed countries, because of its high share on total industrial production. This paper analyses the development of the car industry associated with geographical aspects and implications and tries to evaluate the processes of concentration and deconcentration on global, European and regional level. The first part of the paper discusses an increasing importance of automobile industry in manufacturing and economy and then compares the development of the car industry of the main producers within the triad (USA, Japan and Europe). The end of the 80th represents the era of the top concentration process of the car production within the triad, and starting the era of the global car production shift to other countries. Also in Europe, only four countries (Germany, France, United Kingdom and Italy) dominated in the field of car production for a long period. In the 60th the production was deconcentrated firstly to Belgium and later to Spain. The 90th represent the geographical dispersion of car production towards new areas in Central and Eastern European countries. The basic hypothesis of this study is that the process of deconcentration takes place at all three geographical levels, especially at global and European level. Spatial development of the concentration at the level of 10 % of the area confirms the intensive deconcentration process of production in global scale, but much lower intensive in Europe. When employment in car industry is taken into account, a concentration process is noticed (mainly thanks to Germany). On the other hand, there is a higher deconcentration process in the employment than in value added, but the research on regions in France, Italy and Spain confirmed opposite results and the process of deconcentration by both – employment and value added is evident only in Italy.