

The impact of the new configuration of the European automotive industry on western European countries trade balances

تأثير التكوين الجديد لصناعة السيارات الأوروبية على الموازين التجارية لدول أوروبا الغربية

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Abstract:

The purpose of this article is to identify to what extent the changes in the European automotive industry organization's configuration, tinted by the relocation of car manufacturers from the mainly Western European automobile produce rcountries to countries of Central and Eastern Europe and the changing Global Production Network over the past two decades, has impacted the level of trade balance in automotive components of Western European countries during the same period.

Keywords: Automotive industry; Global value chains; Industrial economy; Automobile.

JEL Classification Codes :L62, L16, D51.

ملخص:

الغرض من هذه المقالة هو تحديد مدى التغييرات في تكوين منظمة صناعة السيارات الأوروبية، المتميزة بنقل مصنعي السيارات من دول أوروبا الغربية إلى بلدان وسط وشرق أوروبا وشبكة الإنتاج العالمية المتغيرة على مدى العقدين الماضيين، أثرت على الميزان التجاري في مكونات السيارات لدول أوروبا الغربية خلال الفترة.

كلمات مفتاحية: صناعة السيارات؛ سلاسل القيمة العالمية؛ الاقتصاد الصناعي؛ السيارات..

تصنيفات JEL: L62 ، L16 ، D51

1. INTRODUCTION

Numerous changes have been made in the industrial organization of the automotive sector over the past two decades, particularly in terms of the adoption of modularity by Original Equipment Manufacturers (OEMs)(Frigant & Layan, 2009; Frigant, 2014), the outsourcing, the changing relationship between OEMs and suppliers (Jacobdies, MacDuffie, & Tae, 2016; Hunphrey, 2000) and the relocation of their production sites around to areas offering competitive advantages, primarily in terms of labor costs(Bardelli, 2016)and mainly in the European continent(Frigant & Miollan, 2014).

While the effect of these changes in automobile industrial organization, especially the production relocations, on microeconomic level has been widely studied (Pavlinek & Zenka, 2016; Frigant, 2011), the scientific literature highlighting their effect on the macroeconomic level are scarcer(Frigant, 2014).

Thus, in the light of the new configurations of the European industrial organization in the automotive sector resulting in massive relocations of car manufacturers from historically producing Western European countries such as Germany, France, Spain, Italy and United Kingdom mainly to the countries of central and eastern Europe (Bordenave & Lung, 1996; Grosche, Mayrhofer, & Schmid, 2015; Layan & Lung, 2006; Layan J.-B. L., 2007).We wanted to understand how these industrial changes have impacted the trade of Western European countries upstream of the global value chains(Gereffi, Humphrey, & Sturgeon, 2005).

For this purpose, we study the evolution of the competitive positions of the five (5) Western European countries mentioned above by measuring the level of trade balances of automotive components and analyzing their evolution.

A collection of import and export data of automotive components in euros covering the period from 2000 to 2018, were selected and collected from the "Eurostat Ramon" database that lists all the imported and exported products by the countries of the European Union by customs, to

elaborate this research paper. This database will help us answer the following question:

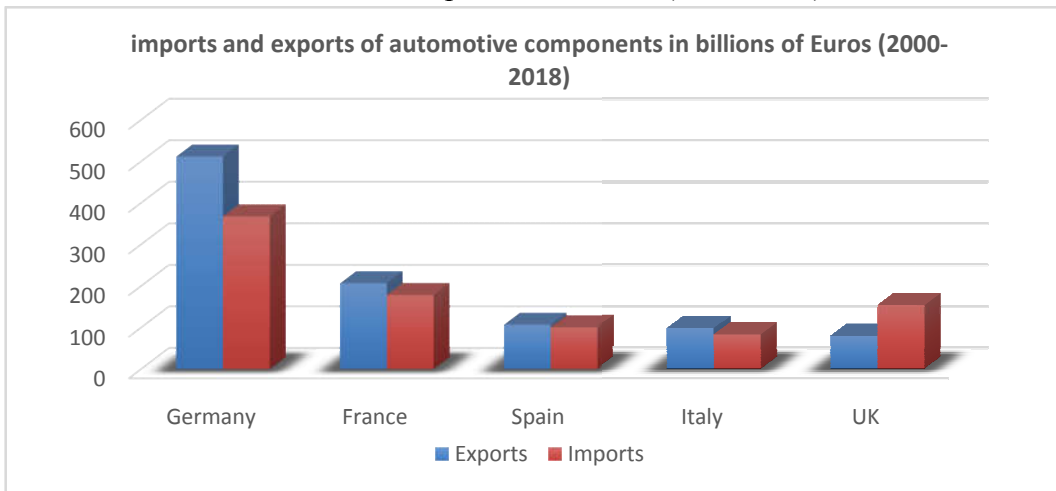
How does the relocation of car manufacturers to central and eastern Europe have impacted the competitive advantages and trade balances of automobile components of the Western European countries?

The list of the selected automotive components and their customs codes can be found in appendices.

2. Comparison of trade in automotive components by country

The final database of import and export flows of forty-four (44) automotive components selected during the 2000 to 2018 period that allows us to calculate the coverage rates necessary to carry out this research paper, are summarized in Figure 1 below:

Fig.1. Cumulative imports & exports in billion euros of the forty-four (44) automotive components selected (2000-2018).



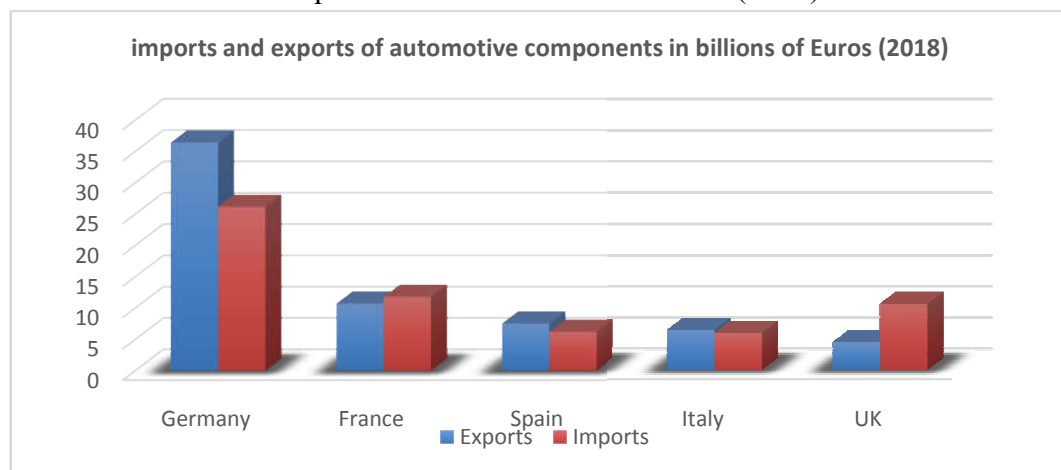
Source: Eurostat data, calculated by author

We can see that Germany is grabbing the lion's share, both in terms of exports and imports accumulated throughout the period with a largely positive trade balance. France comes in second with a fairly positive trade balance followed by Spain and Italy with balanced trade balances and finally the United Kingdom with a largely negative trade balance. The

following Figure 2 allows us to make the same presentation of the proportions of imports and exports, comparison and classification as the previous Figure 1 but exclusive to the year 2018. This allows to have a more static view of the import export flows and balance trades.

The image shows that the proportions for 2018 are relatively the same as for all years (2000-2018) combined.

Fig.2. Cumulative imports & exports of the forty-four (44) automotive components selected in billion euros (2018)



Source: Eurostat data, calculated by author

The classification and the trade balances are also relatively stable, apart from France which, unlike the cumulative data for the whole period, experiences a slight imbalance that indicates a negative development of its trade balance.

In addition, the cumulative imports of France, Germany, United Kingdom, Spain and Italy of the forty-four (44) selected automotive components exceeded 60 billion euros in 2018, which represents a rate of 54,69% of the imports of the European Union 28. The cumulative exports of France, Germany, United Kingdom, Spain and Italy of the forty-four (44) selected automotive components exceed, for their part, 65 billion euros in 2018, representing a rate of 55,20% of the exports of the European Union 28.

Thus, the cumulative imports and exports for the year 2018 of the forty-four (44) automotive components covered of the five (5) countries

selected represent more than the half of the imports and exports of the European Union-28.

2.1 Qualitative descriptive analysis

We will start by presenting descriptive statistics on the whole database in order to have a better understanding of it before making a focus on the year 2018 which represents the most recent year of our panel.

A first flat sorting is conducted on the qualitative variables of our panel that are the flows (imports, exports), the countries (Germany, Spain, France, Italy, the United Kingdom and the Union European of the 28) as well as the year (from 2000 to 2018) which can be considered as a categorical interval variable, allows us to familiarize with the balances of variables in our database.

2.1.1 flat sorting by the “flows” modes

Table 1 below indicates that the variable "Flows" has two (2) modes, namely imports and exports, with one thousand six hundred and seventy-two (1672) observations and a number of eight hundred and thirty -six (836) observations each.

Table 1.the “Flows”variable counting

Sample	Number of observations	Modes	Number per Mode	Frequency permode
Flows	1672	Exportations	836	50%
		Importations	836	50%

Source: Eurostat data, calculated by author

i.e., a perfect balance of frequency by modality for this variable with 50% of the observations each.

2.1.1 flat sorting by the “Years” modes

Table 2 below indicates that the variable "Years" has nineteen (19) modes, from “2000 to 2018” with one thousand six hundred and seventy-two (1,672) observations and a number of eighty-eight (88) observations by mode.

That is to say a perfect balance of frequency by mode for the variable “year” with 5,26% of the observations per year.

Table 2.the “Years”variable counting

Sample	Number of observations	Modes	Number per Mode	Frequency permode
Years	1672	2000	88	5,26%
		2001	88	5,26%
	
	
		2017	88	5,26%
		2018	88	5,26%

Source:Eurostat data, calculated by author

2.1.1 flat sorting by the “Country” modes

Table 3 below tells us that the variable "Country" has six (6) modes, namely Germany, Spain, France, Italy, the United Kingdom and the European Union 28 with Ten thousand thirty-two (10,032) observations and a population of one thousand six hundred and seventy-two (1,672) observations by mode.

Table 3.the “Country”variable counting

Sample	Number of observations	Modes	Number per Mode	Frequency permode
Country	10 032	Germany	1 672	16,67%
		Spain	1 672	16,67%
		France	1 672	16,67%
		Italy	1 672	16,67%
		UK	1 672	16,67%
		EU 28	1 672	16,67%

Source:Eurostat data, calculated by author

i.e. a perfect balance of frequency by mode for the qualitative variable "country" with 16,67% of observations each.

The conclusion of the flat sorting performed on all of the qualitative variables in our database leads to the conclusion of a perfect balance in the representativeness of their modes.

2.2 The centrale tendency measures of data

The centrale tendency measures in trade data (in Euros and scaled from “0” to “100”) during the period from 2000 to 2018 for the five (5) countries

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selected is summarized in the following Table 4:

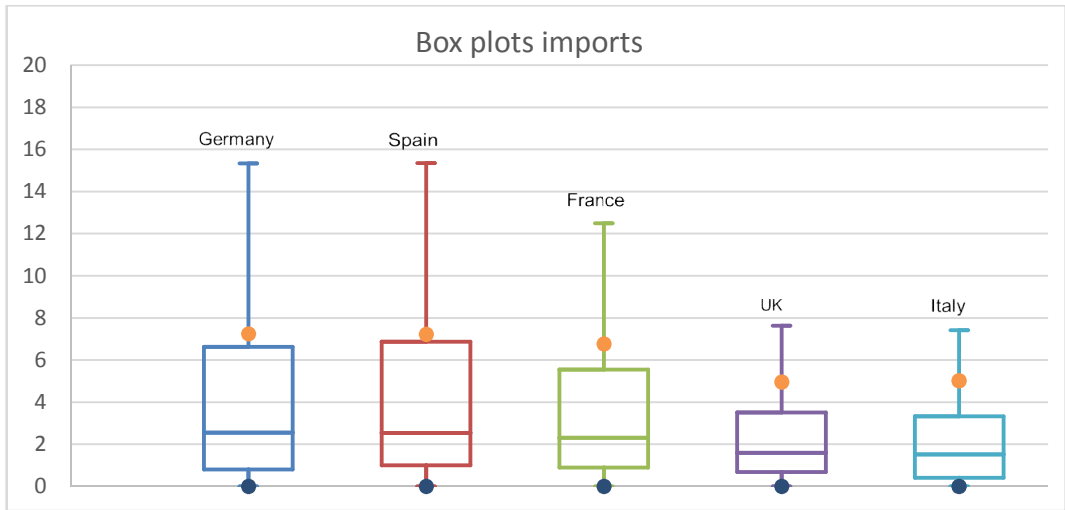
Table 4.the centrale tendency measures of in trade data

Sample	Min	Max	1stQtil e	Median	3 rd Qtil e	Mean	Variance (n-1)	St deviation (n-1)
Imp Germany	-	100	0,81	2,55	6,63	7,25	198,34	14,08
ImpSpain	-	100	1,02	2,54	6,87	7,21	191,55	13,84
ImpFrance	-	100	0,91	2,32	5,55	6,76	189,72	13,77
ImpUK	-	100	0,69	1,60	3,51	4,95	130,02	11,40
ImpItaly	-	100	0,41	1,52	3,34	5,02	179,14	13,38
Exp Germany	-	100	0,41	1,70	3,79	4,98	151,34	12,30
ExpSpain	-	100	0,50	2,47	6,88	6,59	144,66	12,03
Exp France	-	100	0,85	2,58	6,53	8,45	266,03	16,31
ExpUK	-	100	0,61	2,33	5,38	5,62	148,43	12,18
ExpItaly	-	100	0,36	1,22	3,00	5,43	184,16	13,57

Source: Eurostat data, calculated by author

Table 4 presents the most important centrale tendency measures for each sample of data. It should be noted that for all of the samples, the means are relatively low compared to a data scale of "0" to "100", which translates a relatively similar and marginal number of higher values considered to be outliers. These values tend to pull the means up, which indicates differences, for all the samples, between the means and the medians which are robust compared to the outliers.

The box-plots presented in Figure 3 make it possible to better visualize and compare the essential profile of the quantitative statistical series of trade by flow and by country.

Fig.3.Box-plots for the centrale tendency measures of Imports(2000-2018)

Source:Eurostat data, calculated by author

Regarding imports, we clearly distinguish three (3) trends with Germany and Spain as the first trend, France as the second trend and Italy and the United Kingdom as the third trend.

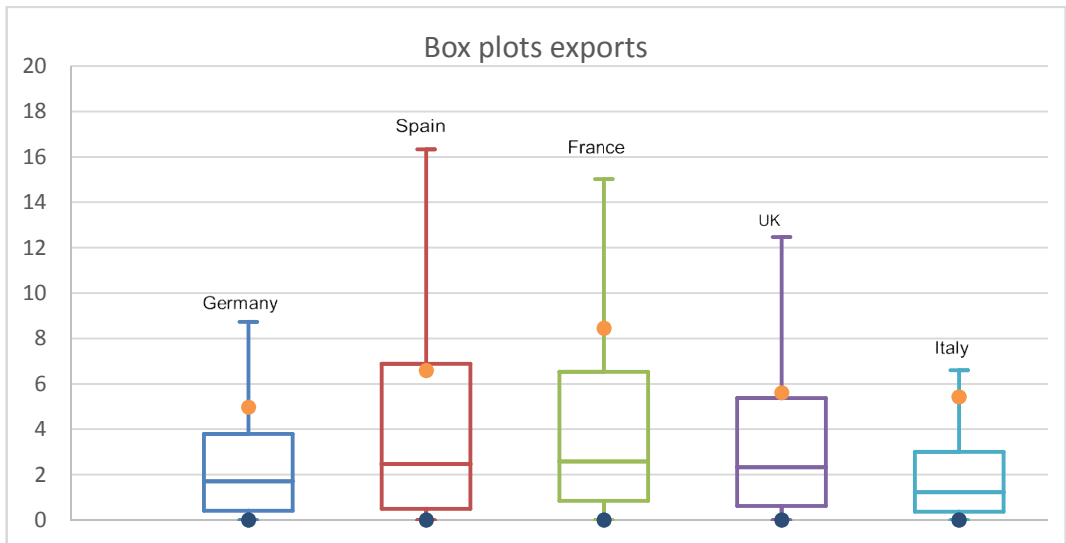
The means and medians in the series of values of imports from Germany and Spain are similar and the distribution of their central data are closely approximate. their values of the 1st quartile revolve around "1", median around "2.5" and 3rd quartile between "6.5" to "7". This means that 75% of the import data for the samples "Germany" and "Spain" are between "0" which is the minimum point and the 3rd quartile between "6.5" to "7" and the remaining 25% of data is between the 3rd quartile "6.5" to "7" and the maximum point which is "100".

Likewise, the means and medians in the series of values of imports from the United Kingdom and Italy are also similar and the distribution of their central data are closely approximate, their values of the 1st quartile are below "1", median around "1.5" and 3rd quartile around "3.5". These are relatively low central data on a scale of "100" because 75% of the import data for these samples is between "0" which is the minimum point and a maximum of "3.51" and only 25% is between the 3rd quartile and the maximum point which is "100".

Finally, France is in a median position of distribution of the central data for its import volumes with a value of 1st quartile established at "0.9", a median value at "2.32" and 3rd quartile at "5.55 ". 75% of the its data are between "0" which is the minimum point and a maximum of "5.55" and only 25% are between the third quartile "5.55" and the maximum point which is "100".

Regarding the exports, the distribution of data is clearly low in the "100" scale as shown in Fig.4, however, it is significantly different from one country to another.

Fig.4.Box-plots for the centrale tendency measures of Exports(2000-2018)



Source:Eurostat data, calculated by author

In summary, 75% of the export data of the sample "Germany" is between "0" and "3.51" and between "0" and "3" for those of "Italy" which are the countries with the lowest central data in the export data series. 75% of the export data for "Spain", "France" & "United Kingdom" samples are respectively between "0" and "6.88", "6.53" and "5.38".

For all countries and the two flows (imports & exports), there is a high concentration at the bottom of the data series and a high dispersion of data at the top. In addition, only the higher values, set to "100" for all samples, exceed the limits of "Tukey" which measures the potential existence of outliers in the data series.

Nevertheless, it is important to point out the normality of the extreme values given the nature of the data (imports, exports) and their diversity (forty-four (44) components) exposing a large difference in the volume of trade between countries and components.

3. The level and evolution of the trade balance

Coverage rates which aim to assess the trade balances of Germany, France, Spain, the United Kingdom and Italy over the forty-four (44) components selected between the year 2000 and the year 2018 were measured by calculating, using our database of customs statistics "Eurostat", the following equation:

$$\text{Coverage rate} = \frac{\text{Value of exports}}{\text{Value of imports}} \times 100$$

For analysis and comparison purposes, an average coverage rate for automotive components was calculated, based on imports and exports, for each year and for each country.

The set of coverage rates by component, by year and by country provides a precise map of the trade balance of countries. Eight hundred and twenty-six (826) ratios are calculated for each country over the entire period studied. However, they do not provide an annual average as precise as the average annual calculated by the exp/import ratio of all automotive components.

Indeed, analyzing the data on the basis of the coverage rates by component, by year and by country is a biased analysis because it does not allow a weighting of the variables. The coverage rates for 2018, weighted because calculated by the export/import ratio of all automotive components, are presented in the following table:

Table 5.coverage rates for the year 2018 calculated by the export / import ratio of all selected automotive components.

Country	Germany	Spain	France	UK	Italy
Coverage rate 2018	139,27	121,56	91,68	40,74	108,87

Source:Eurostat data, calculated by author

We can already see through the coverage rates presented in Table 4that three (3) of the five (5) selected countries namely Germany, Spain and Italy have a positive trade balance and two (2) namely the United Kingdomand Italy have anegative trade balance on automotive components for the year

2018. However, this frozen image of 2018 does not, by itself, address the problem.

Thus, it is necessary to observe the central tendency measures of the coverage rates of the countries over the entire selected period (2000-2018) in order to have a more global vision of the positions of the countries in trade in automotive components.

It would also be interesting to compare the coverage rates for 2018 with the EU of 28 share of imports and exports of the same year to evaluate the competitive position of the countries.

3.1 Trade balance compared to import and export shares

The average coverage rate is 93, if we consider the five (5) countries selected in blocks. However, disparities appear between countries but also and especially between the components both in terms of coverage rate and share of imports and exports compared to the European Union-28.

If we reason in terms of the overall coverage rate of the forty-four (44) components covered by the object of the study, as presented above, we can classify the selected countries in the following order: Germany (139), Spain (122), Italy (109), France (92) and the United Kingdom (41). This classification is somewhat turned upside down when we reason in terms of share of imports and share of exports of the EU of 28.

Indeed, Germany maintains its leading position because its cumulative exports in 2018 of 36 430 348 262 Euros, for the forty-four (44) components covered by the study, exceed 25% the cumulative exports of France, Spain, the United Kingdom and Italy on the same basis. France is in second position both in terms of exports, with as much as the combined exports of Italy and the United Kingdom, and as a share of imports, in direct competition with the United Kingdom and almost as many imports as Spain and Italy combined on the same basis. (Table 6).

Table 6. Coverage rates, Share of imports and exports for the year 2018.

Index	Germany	France	Spain	Italy	UK
Share of Exports	30,68%	9,04%	6,36%	5,40%	3,72%
Share of Imports	23,59%	10,64%	5,61%	5,31%	9,54%
Coverage rate	139,27	91,68	121,56	108,87	40,74

Source: Eurostat data, calculated by author

The cartography seems to show that Germany is in a position of strength, followed by France which is far ahead of Spain, Italy and the United Kingdom in terms of exports but has difficulties in balancing its trade balance. Spain and Italy are in direct competition in terms of exports

with positive trade balance for Spain and fairly balanced for Italy. United Kingdom is in a weak position and having difficulties in balancing its trade balance.

However, these preliminary competitive data deserve to be shaded by more in-depth analyzes in terms of trade balance by component and then in evolution between the year 2000 and the year 2018.

3.2 Trade balance by components

In terms of trade balance by component, we can see in table.7 that Italy has the largest number of surplus components, twenty-six (26) out of the forty-four (44) selected, representing a rate of 59%. The actual weight of these components is however lower than this rate because the country is only in the third position in terms of average coverage rate. Germany, which is in the first place in terms of average coverage rate, comes in the second place with 50% of the components in surplus situations with twenty-two (22) components out of forty (44). We can rightly assume that the actual weight of these components is more than 50%, given its coverage rate of 139.37, which puts the country in first position. Next comes Spain with nineteen (19) components out of forty-four (44) in surplus situation representing 43% with a significant real weight on trade because of the overall coverage rate of 121.55 for the country. France and the United Kingdom maintain their fourth and fifth positions with respectively twelve (12) and eleven (11) components out of forty-four (44) components in surplus situations, i.e. rates of 27% and 25%.

Table 7. Number of components with surplus coverage rate by country. Base year 2018.

Index	Italy	Germany	Spain	France	UK
Number of components in surplus situation	26	22	19	13	10

Source: Eurostat data, calculated by author

Although the number of components in surplus of balance is almost identical between France and the United Kingdom (Table 7), the average coverage rate, the share of exports (Table 6) as well as the number of components in which France exceeds United Kingdom in terms of coverage rate which is twenty-seven (27) out of forty-four (44) that is more than 61%, informs us that France is in a much better competitive position than

the United Kingdom. Even though France is in second position in terms of export share, it suffers from a trade balance deficit on a large number of components compared to its challengers, Spain and Italy.

3.2 An analysis of coverage rates over the last two decades (2000-2018)

In addition to the comparison of the countries on the basis of the 2018 coverage rates compared to the shares of imports and exports of the same year, it could be interesting to compare them based on average the data of the coverage rates over the entire period selected for the study (2000-2018).

The following Table.8 presents the centrale tendency measures of the coverage rates for the five (5) countries during the selected period going from the year 2000 to the year 2018:

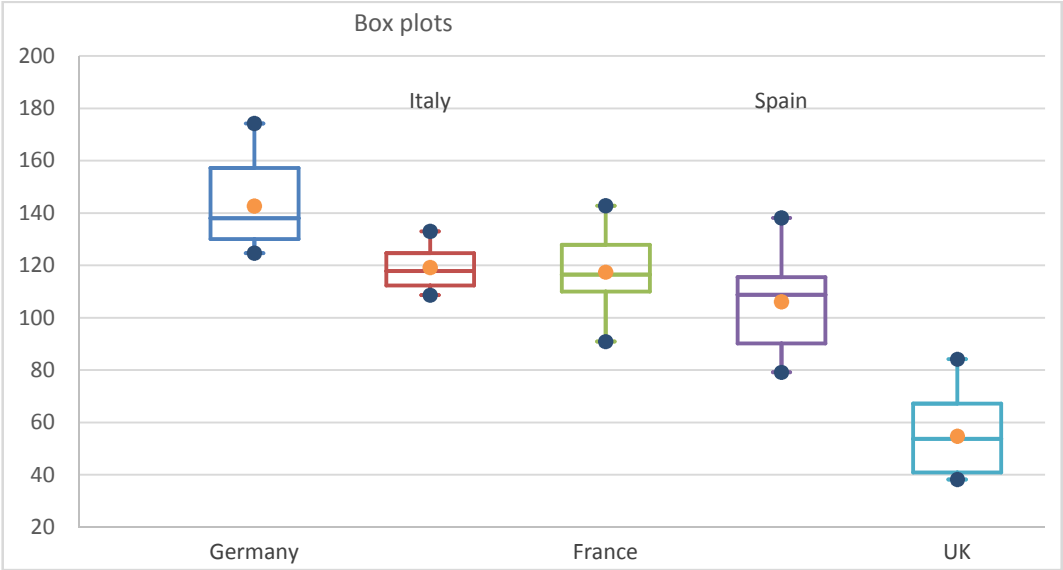
Table 8. Centrale tendency measures of the coverage rates of the five (5) selected countries (2000-2018).

Sample	Min	Max	1st Quartile	Median	3rd Quartile	Mean	Variance (n-1)	St deviation (n-1)
Germany	125	174	130	138	157	143	235	15
Italy	109	133	112	118	125	119	58	8
France	92	143	111	117	128	118	215	15
Spain	79	138	90	108	116	106	323	18
UK	37	83	40	53	67	54	227	15

Source: Eurostat data, calculated by author

The first lesson to be drawn from Table 8 is the low level of data dispersion for all of the countries, this indicates a certain stability in the trends of evolution of the coverage rates by country and an absence of outliers. This observation is supported by the small difference between the mean and median values for all the countries but also by the absence of any overshoot by the minimum or maximum values of the Tukey limits as shown in Figure 5 of the centrale tendency measures presented in the form of box plots.

Fig.5.Box-plots for the centrale tendency measures of the coverage rates of the five (5) selected countries (2000-2018).



Source:Eurostat data, calculated by author

We can see, through Figure 5, that the classification is somewhat turned upside down when it is extended over the entire period from 2000 to 2018 compared to the year 2018. Indeed, Germany confirms its position as the undisputed leader with an average coverage rate of (143) and a median of (138), these two values happen to be close to the coverage rate for the year 2018 even though the maximum coverage rate, reached in 2004, is relatively high (174), because 75% of the data is between the minimum coverage rate (125) and the 3rd quartile (157).

Italy gains nearly 10 points of coverage rate when the data are weighted over the entire period, with an average coverage rate of (119) and median of (118) against (109) for the year 2018 even though the Coverage rates show an even greater trend stability than Germany. This stability can be detected by the lowest standard deviation and variance.

France knows the most significant variation which is close to (25) points between the mean (118) and median (117) coverage rates throughout the period on one hand and between the mean (118) and the coverage rate (91) for the year 2018 on the other hand. This significant variation associated with the absence of outliers with a maximum coverage rate of

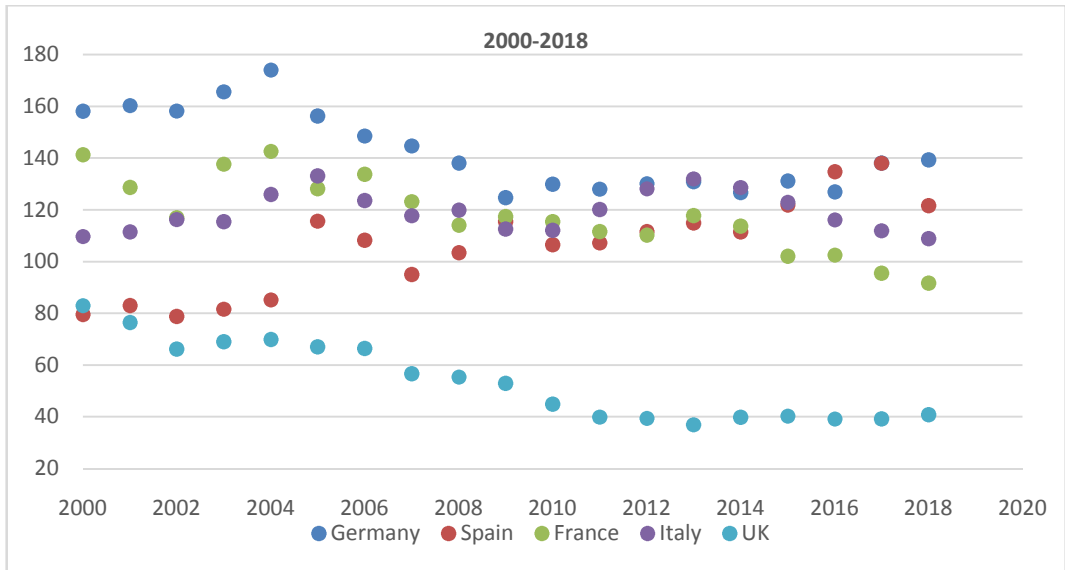
only (143) reached in 2004 and the minimum coverage rate (92) reached in 2018, indicates a sharp deterioration in its coverage rates during the last two decades.

Spain also experiences a strong variation of the order of (-15.56) points and (-13.31) points between the mean (106) and median (108) coverage rates throughout the period and between the mean (106) and the coverage rate (121.5) for the year 2018. This negative variation associated with a low minimum coverage rate (79) reached during the year 2000 & 2002 as well as a high concentration of data between the median (108) and the third quartile (116) as shown in Figure 5 (while the largest wage of variation is between the 3rd quartile (116) and the maximum (138)), indicates a strong improvement in its coverage rates during the last two decades.

Finally, the United Kingdom confirms its weak position although the variations between the mean (54) and median (53) coverage rates on one hand and between the mean (54) and the 2018 coverage rate (40.74) on the other hand are respectively of (12) and (13). This downward variation, its maximum coverage (83) rate during the period which is less than (100) as well as the distribution of its central data with a high concentration between the minimum coverage rate (37) and the 1st quartile (40) as shown in Figure 5, indicate a downward trend on already low coverage rates.

Thus, the observation of the coverage rates by country and by year as well as the comparison between the coverage rates for the year 2018 and the central tendency measures of the coverage rate for all the years (Table 4 & Figure 5) allowed us to capture certain evolutionary trends.

The following scatter plot in Figure 6 allows us to visualize the evolution of the coverage rate time series.

Fig.6.Scatter plot annual evolution of coverage rates by country (2000-2018).

Source:Eurostat data, calculated by author

The Scatter plot in Figure 6 help us to visually confirm the existence of certain trends previously identified.

Indeed, the deterioration in the trade balance of Germany, France and the United Kingdom is clearly visible although the developments are in a sawtooth aspect. The improvement in the trade balance of Spain as well as the stability of the Italian trade balance, also in "sawtooth" aspect, can similarly be distinguished.

4. CONCLUSION

To finish, in response to the paper research question and in view of all the analyzes carried out on the five (5) western European countries selected, in particular on their trade balances during the period going from year 2000 to year 2018 with an emphasis on the most recent year, we can make the following conclusions:

Germany with its position as European leader in terms of trade in automotive components has a largely positive trade balance over the entire period studied, as well as in half of the forty (44) components studied during 2018, even though a deterioration in its trade balance is clearly detectable during the last two decades.

Spain has managed to straighten its trade balance which experienced

periods of deficit, especially during the early 2000s to reach a balance of trade of 121.56% in 2018 although only 43% of the forty (44) automobile components studied were in a surplus trade balance position in the same year.

Italy also maintained a surplus in trade balance of automotive components in 2018 (109%) and relatively stable during the last decades, although it experienced periods of expansion reaching for example a level of trade balance of 133% during the year 2005.

France is distinguished by a deficit in global trade balance in automotive components in 2018, while it held a surplus trade balance a few years ago, its deterioration has been progressive. The observation of the trade balances over all the years as well as the comparison between the year 2018 and the central tendency measures in the overall period, indicates a progressive and significant decline of its trade balance even going to deficit during the last two years of the period.

The United Kingdom is characterized by a sharp deterioration in its trade balance in automotive components (-50.92%) between the year 2000 and the year 2018 as well as very low coverage rates for a European industrial power and this during the entire period selected for the study.

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6. Appendices

List of customs codes and descriptions of the forty-four (44) selected automotive components:

4011 10 00 - New pneumatic tires - 4013 10 00 - 10 - 90 - Inner tubes - 4016 99 52 - 57 - 58 - Other articles of vulcanized rubber - 5902 10 10 - 90 - 5902 20 10 - 90 - 5902 90 10 - 90 - Tire cord fabric of high-tenacity yarn of nylon - 7007 11 10 - 7007 21 20 - 91 - Safety glass, consisting of toughened (tempered) or laminated glass - 7009 10 00 - rear-view mirrors - 8301 20 00 - Locks of a kind used for motor vehicles - 8302 30 00 - Other mountings, fittings and similar articles suitable for motor vehicles - 8407 34 10 - 8408 20 10 - Spark-ignition reciprocating or rotary internal combustion piston engines - 8409 91 00 - 8409 99 00 - Parts suitable for use solely or principally with the engines - 8413 30 20 - 80 - 91 - 99 - Pumps for liquids, whether or not fitted with a measuring device; liquid elevators - 8415 20 00 - Air-conditioning machines for motor vehicles - 8507 10 20 - 80 - 81 - 89 - 92 - 98 - Electric accumulators, of a kind used for starting piston engines - 8511 10 00 - 90 -

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Sparkign plugs - 8511 20 00 - 90 - Ignition magnetos; magneto-dynamos; magnetic flywheels - 8511 30 00 - 90 - Distributors; ignition coils - 8511 40 00 - 90 - Starter motors and dual purpose starter-generators - 8511 50 00- 90 - Other generators - 8511 80 00 - 90 - Electrical ignition or starting equipment- 8512 20 00 - Electrical lighting or visual signaling equipment for motor vehicles - 8512 30 00 - 90 - Sound signaling equipment of a kind used for cycles or motor vehicles - 8531 10 20 - 8512 30 10 - Burglar or fire alarms and similar apparatus, of a kind used for motor vehicles - 8512 40 00 - Windscreen wipers, defrosters and demisters of a kind used for motor vehicles - 8512 90 00 - 10 - 90 - Parts of electrical burglar alarms of a kind used for motor vehicles - 8519 81 31 - 8519 93 31 - 39 - 8519 99 12 - Sound recording or sound reproducing apparatus of a kind used for motor vehicles - 8527 21 52 - 59 - Reception apparatus cassette-radio-broadcast receivers, of a kind used in motor vehicles - 8527 29 00 - Reception apparatus for radio-broadcasting, of a kind used in motor vehicles - 8539 21 30 - Tungsten halogen filament lamps, of a kind used in motor vehicles - 8706 00 91 - Chassis fitted with engines, for the motor vehicles - 8707 10 10 - Bodies (including cabs), for the motor vehicles - 8708 10 10 - Bumpers and parts thereof, for the industrial assembly - 8708 21 10 - Safety seat belts, for the motor vehicles - 8708 39 10 - 8708 30 10 - Brakes and servo-brakes, for the industrial assembly - 8708 40 10 - 20 - Gear boxes and parts for the industrial assembly - 8708 50 10 - 20 - 8708 60 10 - Drive-axles with differential for the industrial assembly - 8708 70 10 - Road wheels and parts and accessories thereof for the industrial assembly - 8708 80 10 - 20 - Suspension systems and parts thereof (including shock-absorbers) for the industrial assembly - 8708 91 10 - 20 - Radiators and parts thereof for the industrial assembly - 8708 92 10 - 20 - assembly silencers (mufflers) and exhaust pipes; parts thereof for the industrial - 8708 93 10 - Clutches and parts thereof for the industrial - 8708 94 10 - 20 - Steering wheels, steering columns and steering boxes; parts thereof for the industrial - 8708 95 10 - 8708 99 11 - Safety airbags with inflator system; parts thereof for the industrial - 9029 20 31 - Speed indicators for vehicles - 9401 20 00 - Seats of a kind used for motor vehicles.