

## **Varieties of foreign-led industrialisation: the case of automobile industry in Eastern and Southern Europe**

This paper is a part of a larger project that compares two “waves” of foreign-led industrialisation in the European peripheries (East Central Europe in the 1990s and Southern Europe in 1980s and 1990s) focusing on foreign direct investment in automobile industry. The overall task of the project is to discover similarities and differences in the patterns of complementary specialisation of these two regions within the industrial architecture of the European automobile system and gauge their respective capabilities to upgrade their industrial capacities in the framework of foreign direct investment, but also the impact their positioning within this the European automobile production networks has on other regions within this system.

The aim of this paper is to provide a macro-sectoral overview of developments within the automotive production clusters in these two regions, and is intended as an exploratory study of the respective configurations of automotive industries in East Central and Southern Europe within the international value chains. For this purpose, the dependent variable (“positioning within the international value chain”) is analysed with respect to several interrelated elements: type and complexity (value added) of the “resident” parts of the value chain; patterns of employment and changes in employment, patterns of industrial relations; and investment patterns in automobile industry in these two regions. Whenever possible, the research will focus on developments in each of these segments over time, in order to capture the relevant trends in the industry.

Finally, in view of the current crises that has already taken substantial toll on automobile industry around the world and may serve as a catalyst that will bring out the existing tendencies all the more clearly, the paper will conclude with a short analysis of the “performance” of automobile industry configurations that have crystallised in the two peripheral regions of Europe in order to spell out their comparative advantages and outline the pressures and prospects for reconfiguration of the European automobile production network.