## **Tables**

I.I	FDI inward stock by world region in 2022	page 4
1.2	Different perspectives on the role of FDI in less developed	
	countries	9
2.I	FDI in core and peripheral regions	17
2.2	Basic approaches in economic geography to FDI in peripheral	
	regions	23
2.3	FDI and the modes of strategic coupling in GPNs	30
3.I	Spatial zones in core-based automotive industry macro-regional	
	production networks	38
3.2	Passenger car production in integrated peripheries, 1990–2015	40
3.3	Structure of procured supplies of surveyed automotive firms	
	in Slovakia	48
3.4	Percentage share of surveyed automotive firms in Slovakia	
	by ownership according to what share of their supplies they	
	source from domestic firms, foreign subsidiaries and abroad	48
3.5	The share of the total value of supplies sourced by interviewed	
	foreign subsidiaries in Slovakia	49
3.6	The classification of linkages of the interviewed foreign	
	subsidiaries and domestic firms	5 5
4.1	The basic elements of the spatiotemporal fix and conjoining	
	organizational, technological and institutional fixes	
	in the automotive industry of integrated peripheries	66
4.2	Job creation and job loss in the European Union plus Norway	
	automotive industry by country, 2005–2016	71
4.3	Reasons for investment by foreign-owned automotive firms	
	in Czechia and Slovakia	77
4.4	Reasons for the location choice of foreign-owned automotive	
	firms in Czechia and Slovakia	79

List of Tables xi

4.5	Job creation and job loss by the nationality of the firm and	
	by country, 2005–2016	81
4.6	Job creation by foreign and domestic firms in the European	
	Union plus Norway automotive industry by country, 2005–2016	82
4.7	Summary of main restructuring events in the European Union	
. ,	plus Norway automotive industry, 2005–2016	87
5.1	Contemporary approaches to the automotive industry	,
,	in economic geography	98
5.2	Positional power of countries in the European automotive	
,	industry, 2000–2018	105
5.3	Values of automotive industry power in the European automotive	- 5
J.J	industry by country, 2003–2017	109
5.4	Classification of countries into spatial zones in the European	,
J' <b>T</b>	automotive industry system delimited by cluster analysis based	
	on the natural logarithm of average values of automotive	
	industry power during 2003–2007, 2008–2012, 2013–2017	
	and 2003–2017	II2
5.5	Change in the relative position of European Union countries	112
3.3	between 2003–2007 and 2013–2017 according to automotive	
	industry power	113
5.6	Change in the relative trade position of European Union	113
<b>J.</b> 0	countries between 2003–2007 and 2013–2017 according	
	to positional power	114
5.7	Index of foreign control in the European automotive industry	114
3./	by country, 2003–2017	118
5.8	Index of innovation in the European automotive industry	110
<b>y.</b> 0	by country, 2003–2017	119
6.1	Firm-level indicators for measuring value creation and value	119
0.1	capture	т 2 2
6.2	Shares of individual supplier tiers on selected indicators	133
0.2	of the total Czech automotive industry, 2008–2010	137
6.3	Descriptive statistics for different tiers of Czech-based automotive	13/
0.3	firms (mean values for 2006, 2007 and 2008) (value creation	
	and value capture)	138
6.4	Change in the share of value added (value creation), wages	130
0.4	and corporate tax revenues (value capture) of the total value	
	of production by supplier tier	T 40
6.5	The development of labor productivity (value creation), annual	140
0.5	wages and corporate tax revenues per employee (value capture)	
	by supplier tier, 1998–2009/2010	т 4 2
6.6	The percentage share of components sourced from Czechia	142
0.0	in 2009 by supplier tier (value capture)	T 4 2
6.7	The percentage of automotive firms conducting selected	143
0./	high-value-added functions in Czechia by supplier tier, 2009	т 47
	ingn-value-added functions in Czecina by supplier her, 2009	146

xii List of Tables

6.8	The percentage of automotive firms conducting selected	
	high-value-added functions in Czechia by ownership	
	and supplier tier, 2009	148
7.1	Labor cost per employee full-time equivalent in thousands	
	of EUR (at exchange rate parity) in the European automotive	
	industry (NACE 29) by country, 2020	159
7.2	The index of foreign control in the European automotive	
	industry, 2019	160
7.3	The share of business R&D expenditures of the total value	
	of production in the automotive industry (NACE 29) of selected	
	European countries, 2020	167
7.4	The share of R&D personnel and researchers of total persons	
	employed in the automotive industry (NACE 29) of selected	
	European countries, 2020	168
7.5	Battery gigafactories in Eastern Europe, including announced	
	projects	174
7.6	Selected FDI into the battery industry in Eastern Europe,	
	including the announced future investments	176
7.7	Production of electric vehicles in Eastern Europe in 2022,	
	including the announced future production and investments	
	as of 2023	179
78	Engine and transmissions plants in Fastern Furone	т 8 6