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### NEWS

#### Czech Republic

##### ***Škoda signs new Memorandum of Understanding on China, plans equity interest in Chinese joint venture***

**Škoda Auto a.s.** will be strengthening its presence on the Chinese market in cooperation with its longstanding Chinese partner **SAIC Volkswagen Automotive Co. Ltd.** This will involve expanding the model range and investing in pioneering automotive technologies. On the occasion of a state visit of the Chinese President **Xi Jinping** to the Czech Republic, a memorandum was signed between Škoda, **Volkswagen AG** and **SAIC Motor Corp. Ltd.** in the presence of the Chinese and Czech Presidents. Under the agreement, SAIC Volkswagen plans to invest around €2 billion over the next five years in the development of Škoda's model range in China. This amount also includes expenditures for pioneering electric drive concepts, the connectivity of Škoda cars to the internet and the digitization of individual mobility. In addition, the three companies also determined that, subject to approval by the Chinese authorities, Škoda would assume an equity position in the SAIC Volkswagen joint venture. Škoda has a long history on the Chinese market. As early as 1936, the brand maintained five commercial agencies in China. In mid-2007, Chinese production of Škoda cars was launched

at SAIC Volkswagen with the Octavia as the first model manufactured locally. Škoda models are currently built at the plants in Anting, Nanjing, Yizheng and Ningbo. To date, the company has sold over 1.7 million vehicles in China. Since 2007, Škoda's deliveries to customers in China have increased from 27,300 to 281,700 vehicles in 2015. This currently corresponds to around a quarter of the brand's total sales. China has been the most important single market worldwide for Škoda since 2010. "In the coming years, we'll rapidly expand Škoda's offering to include forward-looking vehicle concepts and modern technology. Our aim is to double Škoda deliveries in China by 2020," said Škoda's CEO **Bernhard Maier**.

### **Škoda to launch new SUV in China in the first half of 2017**

**Škoda Auto a.s.** will present the **Škoda** VisionS design study to the Chinese public for the first time at the end of April at the auto show in Beijing. The VisionS provides a glimpse of Škoda's new large SUV model which will be unveiled at the Paris motor show later this year. The launch in China is planned for the first half of 2017.

### **Škoda reports one millionth third-generation Octavia**

**Škoda Auto a.s.** has reported the production of its one-millionth third-generation **Škoda** Octavia. The total figure includes production in all plants worldwide. The milestone vehicle was manufactured in Mladá Boleslav. The third generation of the Octavia was launched on the market in 2013. In 2015 alone, about 432,300 Octavias were sold around the world. The company delivered some 70,500 Octavias to customers in the first two months of this year.

### **Škoda celebrates 25 years with Volkswagen Group**

**Škoda Auto a.s.** is celebrating the 25<sup>th</sup> anniversary of the merger with **Volkswagen AG**. On the 28<sup>th</sup> of March 1991, the contract was signed that made **Škoda automobilová akciová společnost** part of Volkswagen Group. The agreement came into force on the 16<sup>th</sup> of April 1991.

### **Yanfeng expands plant in the Triangle industrial zone**

**Yanfeng Czechia Automotive Interior Systems s.r.o.** has launched construction of the fourth stage of expansion at its plant in the Triangle industrial zone. The company is using a 2.07 hectares plot for the expansion. The construction is to be finished this year. The company employed about 1,300 people at the end of 2015 and plans to add 200 more jobs by the end of this year.

### **KS Kolbenschmidt receives new order for diesel piston modules**

**KSPG AG** has, through its **KS Kolbenschmidt GmbH** subsidiary, booked a new order for piston modules with a lifetime volume worth around €32.5 million. The contract was awarded by a major U.S. auto manufacturer who will install the modules into three-cylinder diesel engines built at its European plants. As from 2019, the pistons will be manufactured at KS Kolbenschmidt's Czech plant in Ústí nad Labem. The pistons will be delivered complete with assembled rings and pins. The pistons with ring carrier and coolant passage will have a Nanofriks coating whose nanoparticles ensure extra wear resistance and very low friction, thus efficiently addressing growing demands for less fuel consumption and reduced emissions.

### Hungary

#### ***Audi workers threaten to strike***

Workers at the **Audi Hungaria Motor Kft** factory in Győr are threatening to strike. **AHFSZ**, a trade union at Audi's plant, has formed a strike committee and is seeking a HUF 20,000 (€64 euro) per month wage increase back-dated to the 1<sup>st</sup> of January, plus a one-off HUF 100,000 bonus and higher employee benefits. The latest round of talks on Tuesday broke down after the strike committee unanimously rejected the two counterproposals put forth by the company's management, the union said. The committee has authorized the leadership of the union to prepare and organize the details of a possible strike. According to the trade union signatures from over 7,000 workers support its demands.

#### ***ThyssenKrupp Ferroglobus takes over Ib Andresen Industri's local plant***

**ThyssenKrupp Ferroglobus Kereskedelmi Zrt** announced that it has received the necessary permits to take over the Gönyű plant of **Ib Andresen Industri Magyarország Kft**, which will be renamed **ThyssenKrupp Materials Processing Hungary Kft**. Ib Andresen is an independent steel service centre, focusing on slitting and to length cutting of cold rolled, hot rolled pickled, prepainted, galvanised and electro galvanised materials, stainless steel and aluminium for the electric, solar and transportation industries.

#### ***Samsung may return to Göd***

According to Hungarian media reports, **Samsung**, the South Korean conglomerate, may return to Göd where it manufactured components for televisions until 2014. According to Magyar Idők, a Hungarian news site, Samsung is preparing to transform the plant as a European manufacturing hub for batteries which will be used in cars.

### Kazakhstan/Russia

#### ***Eurasian Development Bank may finance new Azia Avto plant***

The **Evrasiysky Bank Razvitiya (EABR)** or **Eurasian Development Bank (EDB)** in English, which is headquartered in Almaty, Kazakhstan, may participate in the financing of the planned **Azia Avto Kazakhstan** CKD plant in Ust-Kamenogorsk, the bank's Head **Dmitri Pankin** said in an interview with **RIA Novosti**. "The total amount of borrowed funds is about \$500 million, with the Development Bank of Kazakhstan Republic providing half of the amount, while the other half will be provided by us. We will seriously analyse this project and submit it to the board," Pankin is quoted as saying. "The project is complex, for the time being we are approaching it cautiously". According to Pankin, the total cost of the project is \$530 million. The investment for the first phase is to be \$330 million. "Of that \$260 million are credit facilities, of which \$132 million dollars are our part," said Pankin. The factory, a joint venture between Kazakhstan's **TOO Bipek Avto Kazakhstan** and **OAo AvtovAZ**, is to have an annual capacity of 60,000 cars in the first phase and 120,000 in the second phase.

### Romania

#### *Continental to add more than 1,000 jobs this year*

**Continental AG** plans to add more than 1,000 new jobs at its Romanian plants and engineering centres this year. "This year we have open positions both for workers and for college graduates and engineers with experience in automotive and software, which we want to engage in research and development centres and factories in the country," said **Anica Stoica**, director of personnel within **Continental Romania** according to Romanian media. "Given that the market develops in the same direction, we expect to grow by more than 1,000 people this year". Last year the company employed 1,500 new people, 500 more than originally announced that it would recruit. Currently, Continental has about 16,500 employees in Romania.

### Russia

#### *Renault unveils new Kaptur in Moscow*

**Renault S.A.** celebrated the world premiere of the **Renault Kaptur**, a new 4x4 crossover designed to meet the needs of the Russian market. The model was presented in Moscow by **Laurens van den Acker**, Vice President, Corporate Design, **Groupe Renault**, and **OAo Renault Russia's** Managing Director **Andrey Pankov**. The Kaptur, which will have a high local content, will be manufactured at Renault's Moscow factory. Renault expects that the launch of the Kaptur in the popular, fast-growing SUV segment will help the company to consolidate its foothold in the Russian and Eurasian Customs Union markets. "To design Renault Kaptur, we have mixed the best of Renault's eye-catching design with a specific attention to Russian needs for off-road abilities, travelling comfort and versatility," said Laurens van den Acker. "It is a genuine crossover, with a robust, expressive design." The Kaptur's stance points to the reliability expected of a genuine all-terrain vehicle, including approach and departure angles of 20 and 31 degrees respectively, plus record ground clearance of 204 mm (unladen). The vehicle is 4,333 mm long, 1,813 mm wide (not including door mirrors) and 1,613 mm high. The wheelbase is 2,674 mm. The Kaptur will go on sale in Russia this summer.



### ***Avtotor and Kia sign new partnership agreement***

**000 Avtotor Holding and Kia Motors Corporation** have signed a new agreement on the strategic partnership and the development of their common investment project. The document stipulates the further cooperation between the companies within the investment project after the 1<sup>st</sup> of April 2016, the expiry of the customs benefits under the Special Economic Zone legislation. It includes production, modernisation and deepening of technology. In addition, the conservation of former investment volume is assumed. The agreement was signed for the years 2016 to 2018, the document includes the possibility of prolongation. "The parties commit themselves to the creation of new jobs, increase the added value of the final product, providing of other parameters stipulated by priority task for the development of the Russian automotive industry, declared at the highest state level. This agreement means that the conveyors at the Avtotor plant will not be empty," said **Valery Gorbunov**, Avtotor's Chairman of the Board of Directors. The first cooperation agreement between Avtotor and Kia was signed in July 1996. The continuation of the contract was the "General Agreement on cooperation in the field of production cars on the territory of the Special Economic Zone in the Kaliningrad region" signed in March 2006. Since May 1997, Avtotor assembled about 645,000 Kia vehicles.

### ***Avtotor: First car plant of planned autocluster to be opened in 2019 at the earliest***

**000 Avtotor Holding** has confirmed that plans for opening of new car plants as the part of a planned autocluster in Kaliningrad is postponed for at least three years. According to earlier plans, the first facility, a plant destined for the assembly of **BMW** cars, was expected to be inaugurated in 2016. According to **Valery Gorbunov**, Chairman of the Board of Directors, the first plant may be opened in 2019 at the earliest as the result of the current situation. "I recall that we were supposed to open the first plant in 2016. Now I can say that based on the economic, sanction and political conditions, it will happen no earlier than 2019. But this project is not frozen at all. We realise it, not at the pace as we would like, but the work goes on. The design work is underway, the trading on the design works was conducted, the project of the first plant is made, the experts came to the site. If you come to the site, you will see a stand with a vertical layout. Roads lead to this site - that is the infrastructure for the construction of which are responsible the regional authorities," Gorbunov is quoted as saying.

### ***Avtotor negotiates with four potential partners***

**000 Avtotor Holding** is negotiating with four potential partners in order to find a replacement for the former partner **General Motors Co.**, **Valery Gorbunov**, Chairman of the Board of Directors, told media. "At the moment, negotiations are underway with four foreign automotive companies. They are in a different stage of elaboration. However, we cannot name any of them until it is finally decided regarding economics, logistics, and production volumes. It is also important to agree on how and when we come to the media and will inform all about the signing of agreements. This is important because all of whom we are in negotiations are publicly traded companies. Due to the early information, to the neglect of the public procedure, stock markets may respond to such statements not adequately, and then our potential partners will suffer losses," said Gorbunov.

### ***AvtoVAZ cancels liquidation of VIS Avto and Lada Sport***

**ОАО AvtoVAZ** cancelled the earlier decision on liquidation of its subsidiaries **VIS Avto** and **Lada Sport**, Rusky Automobil reports. According to the report, the decision was reversed by the same person who took it – AvtoVAZ's outgoing President and CEO **Bo Andersson**. In December 2015, Andersson has signed orders which prescribed the transfer of production from the Lada Sport and VIS Avto subsidiaries to AvtoVAZ's main site.

### ***UAZ considers four-days-week***

**РАО UAZ** is considering the possibility to switch to a four-day-week between June and November, the TASS news agency reports quoting the company's PR department. According to UAZ there is a deficit of orders for the summer-autumn period. "The decision whether to move to a four-day schedule will be made if the situation will not change closer to the summer, stressed the company," the report said.

### ***Lada Izhevsk produces 15,000th Vesta***

The 15,000th **Lada Vesta** was manufactured at the **Lada Izhevsk** plant in Izhevsk. Volume production of the model was launched on the 25<sup>th</sup> of September 2015. More than 11,000 Vestas were sold in Russia, Kazakhstan and Belarus since the start of sales on the 25<sup>th</sup> of November.

### ***Tatarstan's President meets representatives of Federal-Mogul***

Tatarstan's President **Rustam Minnikhanov** has met with **Rainer Jueckstock**, the Co-Chairman of the Board of Directors of **Federal-Mogul Holdings Corp.** in Kazan in order to discuss perspectives of cooperation between Tatarstan and Federal-Mogul. **Sergey Kogogin**, CEO of **PAO Kamaz**, also joined the meeting.

### ***GM-AvtoVAZ launches new trim level***

**ЗАО GM-AvtoVAZ** will launch regular production of the new trim **Chevrolet Niva GL**, which represents an intermediate version between the basic and top levels. GL distinguishes from L with the following options: ABS; Drivers' and front passenger's air bags; A/C; Bumpers, mirrors, moldings and door handles painted in the body color; Alloy 15" wheels; Front fog lamps; Rear headrests; Remote key with alarm control. At the same time, GM-AvtoVAZ phases out production of the GLS version (without A/C). Thus today, the company builds the Chevrolet Niva in six trims: L, LC, LE, GL, GLC, LE+.

### ***Peugeot 4008 leaves Russian market***

Russian sales of the **Peugeot 4008** will be phased out. Some vehicles are still available at dealerships.

## **Serbia**

### ***Yazaki may establish plant in Šabac***

**Yazaki Corp.** plans to establish a plant in Šabac according to a report published by Kurir. The company is to recruit between 1,700 and 2,000 people and an agreement between Yazaki and the authorities of Šabac is expected to be signed on the 1<sup>st</sup> of April. **Nebojša Zelenović**, the mayor of Šabac, confirmed the arrival of a large investor without providing more details.



### Slovakia

#### ***PSA increases volume planing for 2016***

**PCA Slovakia s.r.o.** has increased its production plan for 2016 from 290,000 to 315,000 cars. "From the original 290,000 cars, based on developments in the first three months, (the production plan was increased) to 315,000, a record for production of cars in Trnava," the company's general director **Rémi Girardon** said during a visit of Slovak President **Andrej Kiska** to the plant.

#### ***Slovak minister confirms negotiations with Tesla***

The Slovak Economy Ministry is currently in negotiations with players from the automotive industry, one of them being the **Tesla Motors Inc.**, the outgoing Economy Minister **Vazil Hudák** has confirmed at a news conference.

### Turkey

#### ***P-D Group and Şişecam consider partnership to build a new glass fibre plant***

**P-D Group** of Germany, the mother company of **P-D FibreGlass** and **Şişecam Group** of Turkey, main shareholder of **Cam Elyaf Sanayii A.Ş.**, announced that both companies started negotiations to set up a new glass fibre manufacturing plant in Turkey. The negotiations have been started to create a partnership that aims to strengthen the position of both companies and to create synergy through sharing expertise and resources.

## NEWS FROM MIDDLE EAST AND AFRICA

### Middle East and Africa

#### ***Renault appoints new marketing director for the region***

**Thierry Couteleau** (46) was named **Renault S.A.**'s marketing director for the region Africa-Middle East-India. In recent years, Couteleau served as Renault's marketing director for Belgium, Luxembourg and the Netherlands.

### Algeria

#### ***Sovac CEO says a Volkswagen "made in Algeria" will be exhibited at the Algiers motor show in 2017***

In a statement to the television channel Ennahar, **Mourad Oulmi**, the CEO of **Sovac Group**, the importer of brands of the **Volkswagen Group**, said the company plans to exhibit the first **Volkswagen** car which will be assembled at the planned assembly plant in Algeria at the Algiers motor show in 2017. The show is expected

to take place in March 2017. Oulmi also announced that **Seat S.A.** decided to be part of the industrial project so that **Seat** cars are to be assembled as well.

### Algeria/Iran

#### ***Saipa and CIMA Motors show vehicles destined for Algerian assembly***

Six models manufactured by the **Saipa Auto Group** which are expected to be assembled in Algeria in the future were exhibited by **CIMA Motors** at the Algiers motor show. The portfolio which was shown in the Algerian capital included **Saipa 132**, Tiba, Tiba 2 and Saina cars as well as Saipa 151 and **Pars Khodro** Rich pickups. All vehicles were carrying inscriptions saying that they will be manufactured locally soon. As announced earlier, the Algerian **Tahkout Group**, the mother company of CIMA Motors, and Saipa are planning the establishment of an assembly plant in the Setif region. At the motor show in Algiers, **Bilel Tahkout**, Vice President of the Tahkout Group, provided more details about the planned assembly facility. "The **Saipa Algeria** plant is under construction the region of Setif and we expect the release of the first model of the assembly line in January 2017, the annual total capacity will be 20,000 units," said Bilel Tahkout. According to Tahkout, five passenger cars and a utility pickup will be launched early next year with six assembly lines. However, as already mentioned, the company unveiled four cars and two pickups. As the Saipa 151 was presented with a canopy, it may be considered as a passenger car. The integration rate will be 47 percent, Tahkout said. "We plan to launch five parts production units, this will enable us to supply our plant with some equipment like the trim kits, windshields, seats, radiators..." Tahkout said when speaking about the locally manufactured parts. The Algerian group is participating with 75 percent on Saipa Algeria while Saipa owns the remaining shares. The total project worth \$300 million is expected to be financed by the Tahkout Group. It is expected to create at least 1,400 jobs.

### South Africa/Africa

#### ***Kirby appointed as President and CEO of Toyota South Africa Motors***

**Toyota Motor Corp.** announced important structural changes within the global management structure which impacts on **Toyota South Africa Motors (Pty) Ltd (TSAM)** and the Africa Region and comes into effect as of the 1<sup>st</sup> of April 2016. **Johan van Zyl**, previously President and CEO of TSAM, is now appointed as Chairman of TSAM. He will continue to function as the CEO of the Europe Region based in Brussels. Van Zyl's role within TSAM will be of a more strategic nature, and he will continue to guide and support the TSAM management into the future. **Andrew Kirby**, currently serving as Executive Vice President and Chief Operating Officer of TSAM, is appointed as the President and Chief Executive Officer of TSAM, based in Durban. **Takeshi Isogaya** is named as CEO of Africa Region based in Tokyo.

### South Africa

#### ***Daimler may produce more hybrid models in South Africa in the future***

**Mercedes-Benz South Africa Ltd. (MBSA)** anticipates the possibility of further capacity shifts from other **Daimler AG** production plants to its East London plant in the future, iol.co.za reports. According to **Arno van**



**der Merwe**, the chief executive and executive director of manufacturing at MBSA, this could give Mercedes-Benz hybrid vehicles an even more meaningful part of the production in East London. The South African plant will launch production of the Mercedes-Benz C350e plug-in hybrid before the end of this year.

### ***Sumitomo Rubber to produce truck and bus tyres in South Africa***

**Sumitomo Rubber Industries, Ltd.** has announced that it will invest in the production of truck and bus tyres at its **Sumitomo Rubber South Africa (Pty) Ltd.** plant. These investments, which will focus on the installation of additional production equipment, will total ZAR 910 million (approx. \$55 million) when complete. Until now, the company's South African plant has produced tyres solely for passenger cars and light trucks. The plant's current capacity is about 10,000 tyres per day. In 2014, Sumitomo Rubber announced a ZAR 1.1 billion (approx. \$66 million) investment plan with the aim of enhancing the factory's production capacity and product quality, especially with regard to high-performance tyres. Now, the company is preparing for the production of truck and bus tyres which is scheduled to be launched in July 2018.

## INTERVIEW

**with Jean-Christophe Kugler, Senior Vice President, Chairman of the Eurasia Region at Renault S.A. (until the 31st of March), Executive Vice President, Chairman of the Europe Region, member of Renault Executive Committee (from the 1st of April)**

**“I think that the new SUV will be a segment breaker”**

The focus on cars with a high local content, the new SUV Renault Kaptur which will be launched later this year and efforts to find new export markets for Russian-made cars or parts are Renault's main priorities in Russia according to Jean-Christophe Kugler, who is leaving Russia and the Eurasia Region.



***Mr. Kugler, you are leaving Russia and the Eurasia Region for a new position as Chairman of the Europe Region at Renault, how do you see your time in Russia?***

Working one and half years in Russia looks like three years. We have been experiencing some tough times. Denis Le Vot, my successor, knows the region very well because he worked two times in Russia and he also worked in Turkey. So I am confident that he will benefit from the strong team we have and he will be a great leader.

***What do you expect from the total Russian light vehicle market in 2016? The figures seem to be worse than in 2015.***

Our forecast is a little worse than the forecast of the Association of European Businesses. We see minus 10, minus 12 percent compared to 2015. We prefer to be prepared for the worst scenario.

***How do you see the position of Renault dealers in Russia?***

The Russian Renault dealers are quite strong. We did not experience big problems. When some of them have financial issues we try to find a solution to bridge some bad moments and then to go back to normal position. At the moment we are really closely monitoring that because we don't want to have a bad surprise and we have a big network, but it is very well monitored and the last data I have was OK. I don't say great, but OK, so they can live that way as we are living under the crisis mode so I think they adapted also themselves to a lower market and they did it well.

***Speaking about the models, you cancelled production of the first-generation Logan last year. So it would make no sense to continue the old Logan parallel to the new generation?***

We analysed it several times and finally we decided to focus on new Logan. I think, when you are in a crisis mode, everything is more about focusing. You have less people, very much focus on key models, core models, and you try to get big leverage on those models. So we are playing that game and it worked in 2015. Our simulation says it will also work in 2016. I think it is a good strategy. We are not losing money, that is why we lose a little bit market share from time to time, but not a lot compared to the number of models we dropped. If you at the line-up we had in the past and the line-up we have now, and you look at the market share, you will be very surprised.

***Recently you dropped the Mégane, so the new Mégane generation will not be sold in Russia...***

Yes, we are fully focused on Logan, Sandero, Sandero Stepway, Duster and the new SUV which is coming. I think that the new SUV will be a segment breaker, I am optimistic, and also our Russian dealers which saw the new baby were super happy, it was a very big surprise for them. So this new models should help a lot in the market. We know that today, if you want to be successful and to have a good volume, you need a SUV. So we are in that SUV trend and I think we have been quite innovative so I am quite confident regarding the success of the new model. The cost base is good, the vehicle is well localised. Renault has been doing a good job in terms of localisation in Russia for years so we are prepared for time when you should produce a maximum in the country and the new model will benefit from all the work which has been done over the last seven, eight years. The new SUV shows that we are still confident about Russia, we still invest, we are not afraid about investing in Russia, we have very good connections with the government, we understand their strategy.

***Renault is looking for new export markets outside of the CIS for Russian-made cars. Recently you have announced Vietnam as the first new export market. What about other new export markets in the near future?***

When we talk about exports, we talk about complete vehicles, but also about parts, also about body-in white, so we should export everything which makes sense in terms of business. Regarding parts, we are analysing with Europe, my new region, how to supply parts from Russia. Because we have big capacities, good engineers, good manufacturing facilities, so why not. We are considering a lot of export possibilities, exports of complete cars to different markets like Vietnam, but other parts exports all over the world as well.

***What is the main problem regarding exports of parts. Is it the logistics?***

Yes, logistics.

***Do you think that the Russian government is willing to support exports?***

Yes. I had the chance to meet different ministers and deputy ministers. The support we have is great. We understand each other, we understand the priorities of the country, we have the same analysis, and they are very open to break-throughs. So when we say we are considering something completely new, that we never did, but we would need support, they analyse it, they put the best experts and we work together to look whether it makes sense for Russia and for Renault. So yes, they are very pragmatical. We are working hand in hand with the government.

### ***Which kind of support do you realistically expect?***

One possible point are incentives, but you also can have tax issues, for instance between two countries, we can discuss free trade agreements or other agreements. We can also imagine for instance that they have a train which goes in a certain direction and when it comes back it is empty so there could be a possibility to optimise logistics flow. I think the Russians are quite creative and when you put that on the table then people brainstorm about it and try to find the best solution. It is a global interest of the country, Renault and the government to work on it. But we work also with Sollers, Kamaz or AvtoVAZ, all the stakeholders of the automotive industry. We have close connections with Sollers, with Kamaz. I know personally the Kamaz CEO Kogogin, Andrey Pankov, general manager of Renault Russia, has connections to Sollers' executives.

### ***Your cars made in Russia are badged as Renault but, from the technical standpoint, you are basically making Dacia cars. If the capacities in Romania and Morocco would be fully utilised, do you see the possibility to source Dacia cars for the European markets from Russia or are there problems because of different specifications?***

The main issue is powertrain. In Europe the engines have to meet the Euro 6 standard, in Russia Euro 5. It is very expensive to implement the Euro 6 technology. So I think it is better to find export countries which are at the same level of regulations because it is less expensive.

### ***Prior to the current Russian crisis Renault was also considering local production of light commercial vehicles. How do you see the LCV issue now?***

My point is following: We want to bring the best of the technology from Renault to the market. This is our intention, to bring the best. It is clear that Renault is good in the LCV segment. We are the number 1 in Europe, a lot of partners are coming to us. Fiat Chrysler, General Motors and Daimler are partnering with us on LCVs. Is it a good timing to go to Russia? Unfortunately not. Why? Because there are some LCV makers in Russia, they are suffering a lot, so the priority of the Russian government is to help the one who already invested. So let's wait for the rebound of the market, with a bigger market, that can make sense. But today, I don't see any reason to enter the market now.

### ***Some car makers announced that they will not participate in this year's Moscow motor show. What about Renault?***

We will participate because it is an important market for us.

*Interview conducted by Peter Homola*

### UPCOMING EVENTS

- » **March, 31-3 April:** POZNAN, POLAND: POZNAN MOTOR SHOW  
<http://www.motorshow.pl>
- » **April, 5-10:** ZAGREB, CROATIA: ZAGREB AUTO SHOW, 2016  
<http://www.zv.hr/default.aspx?id=523>
- » **April, 19-24:** BRATISLAVA, SLOVAKIA: 26TH INTERNATIONAL MOTOR SHOW  
[http://www.incheba.sk/vystavy/autosalon-9979.html?page\\_id=9979](http://www.incheba.sk/vystavy/autosalon-9979.html?page_id=9979)
- » **April, 22-24:** BUCHAREST, ROMANIA: AUTOEXPOTEHNICA, 2016  
<http://www.autoexpotehnica.ro>

### IMPRINT

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