

## **Abstract**

The paper examines the role of Central Eastern Europe (CEE) countries and China in the international automotive industry. The research uses the OECD-ICIO database covering 1995-2020, to conduct the Input-Output (IO) analysis and IO network analysis on vehicle sectors. BACI database covering 2017-2022 is used to conduct IO networks in the EV sector. We found that China has become the centre of the global automotive network and CEE has been closer to the network during 1995-2020. The vehicle production in China has been localization, and the whole process from components production to assembly could be completed in China. The vehicle productions of CEE are export-oriented. The pattern of the vehicle industry in CEE countries is “factory economies”, which contribute to the low value-added parts of automotive GVC. The situation of fragmentation of the European automotive value chain is more obvious. Moreover, China and CEE countries are gradually transitioning to EV industries. China has become the second largest country in the network and the CEE countries have become closer to the centre. More China EV companies have invested in and built EV factories in Europe. CEE countries have attracted foreign investment for the EV-related sectors.