

AUTOMOTIVES

Helgi's Pocket Guide

December 2012



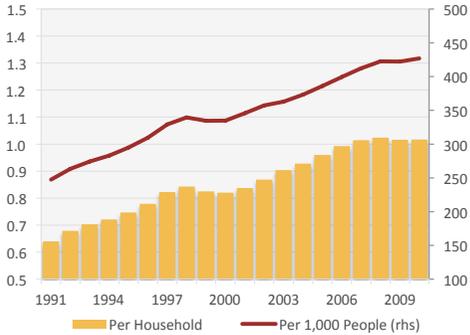
Czech Republic

CZECH AUTOMOTIVES AT A GLANCE

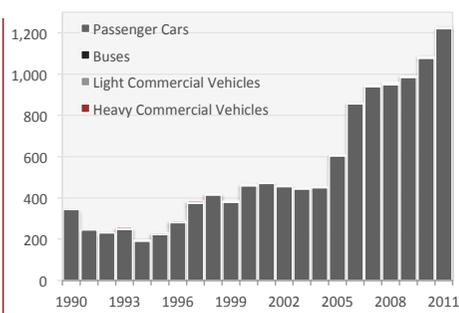
	1990	1995	2000	2005	2010
Number Of Passenger Cars (mil)	2.41	3.04	3.44	3.96	4.50
Passenger Cars Per 1,000 People	233	295	335	386	427
Passenger Cars Per Household	0.61	0.75	0.82	0.96	1.02
Diesel Passenger Cars (As Of Total Cars)	6.0%	6.6%	11%	18%	25%
Age Of Car (Average)					13.7
Production Of Passenger Cars ('000)	343	223	459	604	1,077
Production Of Cars (As Of Worldwide Production)	1.0%	0.6%	1.1%	1.3%	1.8%
Production Of Commercial Vehicles ('000)				27	6.9
Sales Of New Passenger Cars ('000)		112	149	127	169
Sales Of Cars Per 1,000 People		11	14	12	16
Sales Of New Cars (As Of Total Worldwide Sales)		0.31%	0.36%	0.27%	0.29%
Sales Of New LCVs, Up To 3.5 tonnes ('000)				15.9	11.2
Sales Of New HCVs, Above 3.5 tonnes ('000)				12.3	8.9



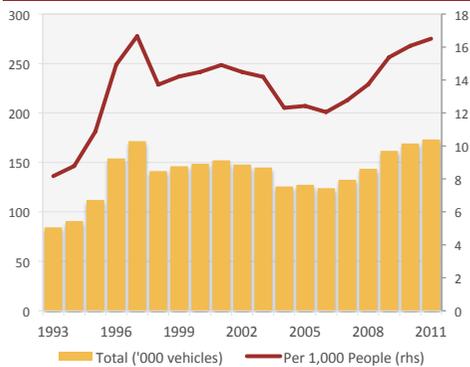
TOTAL PASSENGER CARS



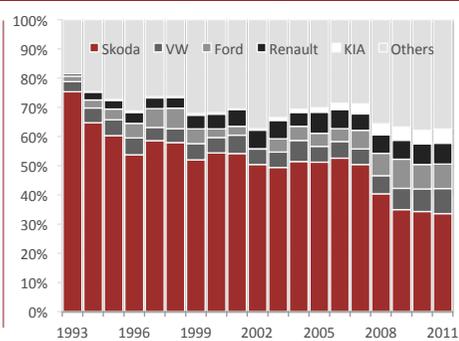
PRODUCTION OF MOTOR VEHICLES ('000)



SALES OF NEW PASSENGER CARS



SALES OF NEW CARS (Market Share)

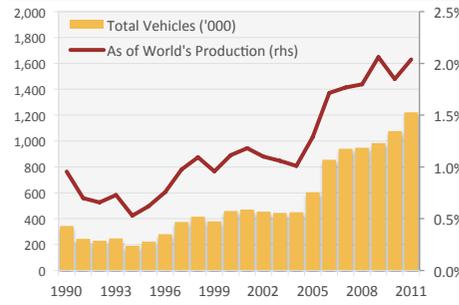


Source: World Bank, National Statistical Office, United Nations, ACEA, OICA, Helgi Analytics calculation

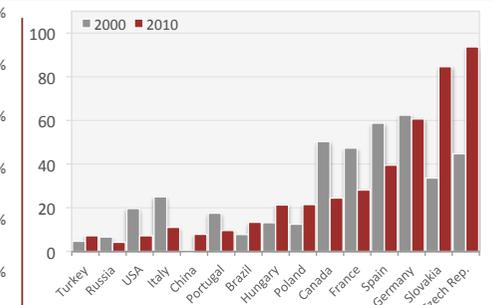


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PRODUCTION OF PASSENGER CARS (Total)

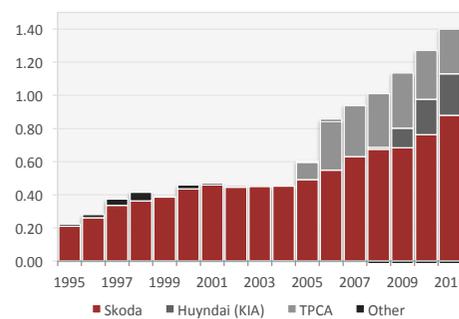


PRODUCTION OF PASSENGER CARS (Per 1,000 People)

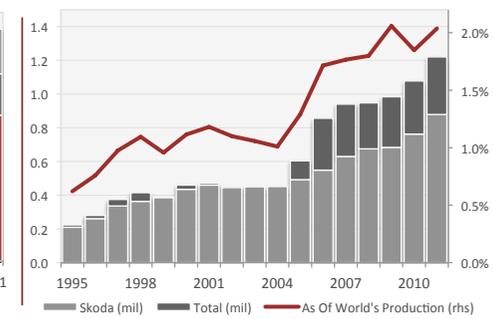


The Czech Republic (together with Slovakia, the other half of former Czechoslovakia until 1992) has become the "Detroit of Europe" over the last decade. Both countries produce the most cars per capita in the world, over 100 per 1,000 inhabitants. While the Czech Republic has a rich history of car production dating back to the famous Laurin & Klement, both countries are now benefiting from the expansion of Germany's Volkswagen and South Korea's Kia and Hyundai in the region.

PRODUCTION OF PASSENGER CARS (By Producer)

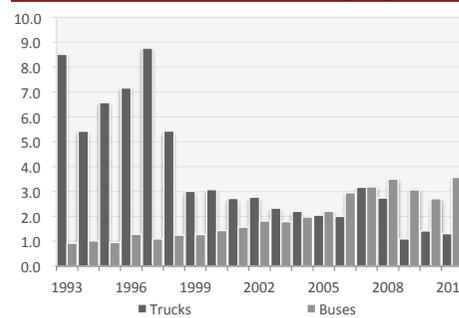


CZECH CAR PRODUCTION & WORLD'S MARKET SHARE

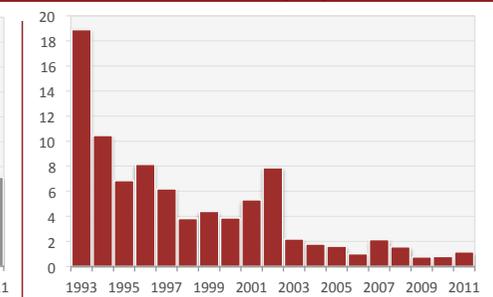


Skoda was practically the only domestic car producer during the 1990s. Although the only one, it is a highly successful one. Since Volkswagen took it over in 1994, Skoda has increased production fourfold, expanded into new markets such as Russia and China, and enlarged its car portfolio from one to 7 different models. Over the last decade, TPCA (a joint venture between PSA and Toyota) and Hyundai started producing around 300,000 cars a year each, taking the Czech Republic's car production over the 1 million threshold in 2008.

PRODUCTION OF COMMERCIAL VEHICLES ('000)



PRODUCTION OF MOTORCYCLES ('000)



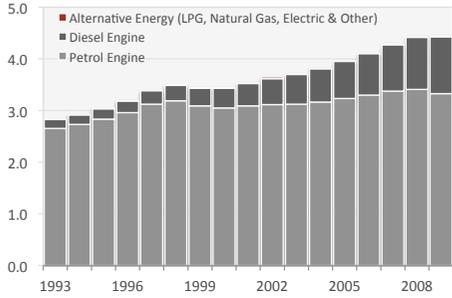
The success of Skoda has been an exception, not only in the Czech Republic but in the whole of Central Europe, as very few automotive companies survived the last two decades (Romania's Dacia being the other success story). Overcapacity, obsolete technology and design, a loss of traditional markets following the collapse of the Soviet Union, a lack of capital and management skills are all reasons for the unhappy charts presented above.

Source: World Bank, National Statistical Office, United Nations, ACEA, OICA, Helgi Analytics calculation

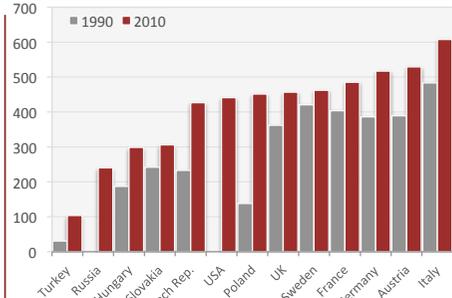


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TOTAL PASSENGER CARS

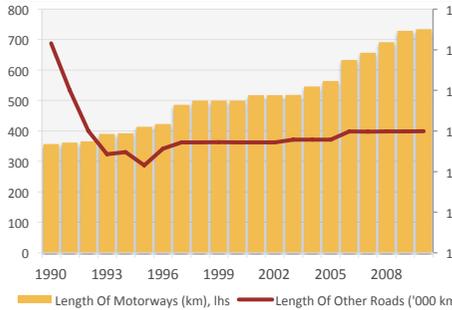


PASSENGER CARS PER 1,000 PEOPLE

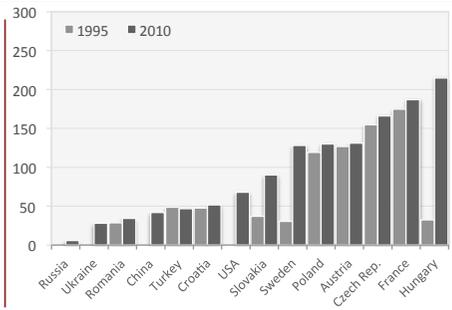


With more than 4.5 mil passenger cars in the country, nearly every second Czech owned a car at the end of 2010. Furthermore, there was one car on average for every household, so Czechs seem to have fulfilled their "basic" needs regarding personal transport. Although the penetration will probably continue to grow, future investments will probably go into quality as the average car in the country is nearly 14 years old.

ROAD NETWORK

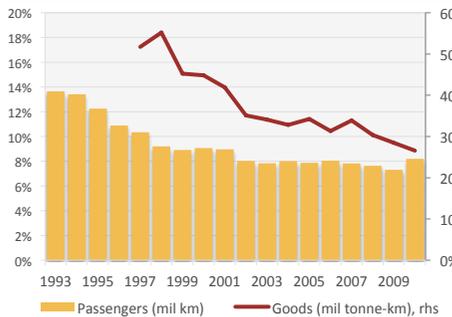


ROAD DENSITY

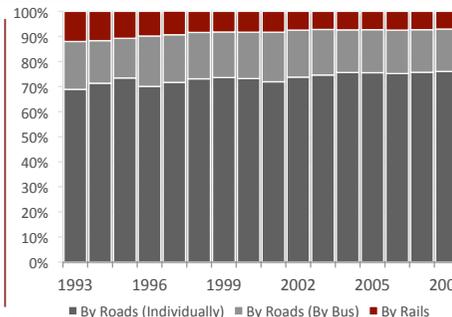


Czech road infrastructure is good; however, the comparison above might be distorted by the classification of the road network. Czechs benefit from a solid geographical position and industrial history, as seen in other parts of the Habsburg Monarchy (Hungary and Austria). The construction of motorways has sped up in the last decade, fuelled by economic growth and EU funds, though future investments will focus on quality improvement rather than extension.

FROM RAILS TO ROADS (Railway vs. Road Transport)



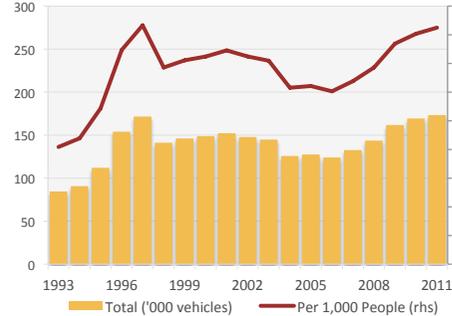
INLAND PASSENGER TRANSPORT



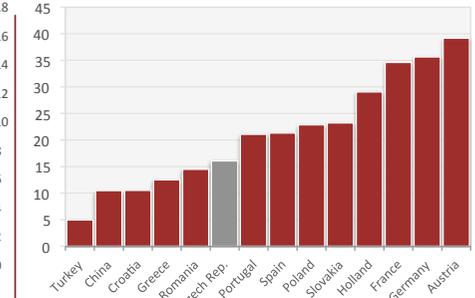
Railway transport has clearly been losing ground to road transport in the Czech Republic. This is both in domestic and international terms, as well as in passenger and goods transport. In 2008, 93% of inland passengers travelled by road. While the railways transported as many goods as trucks did at the beginning of the 1990s, it was only 31% in 2009.

Source: World Bank, National Statistical Office, United Nations, ACEA, OICA, Helgi Analytics calculation

SALES OF NEW PASSENGER CARS

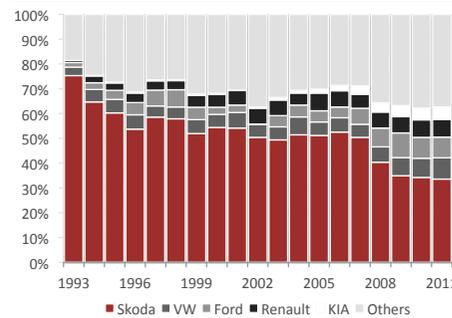


SALES OF PASSENGER CARS PER 1,000 PEOPLE (2010)

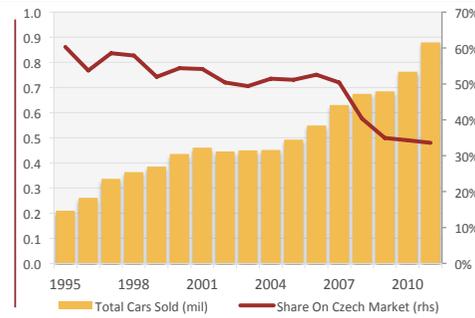


Czech conservatism, which is translated into relatively small consumer debt, is also visible in the new car sales statistics. Czechs have been buying around 150,000 new cars a year for the last 15 years, or roughly 15 new cars per 1,000 people. That is less than half compared to the most developed economies, but also fewer than in most of their Eastern European neighbours, most of them poorer in terms of GDP per capita or average wage than the Czechs.

MARKET STRUCTURE

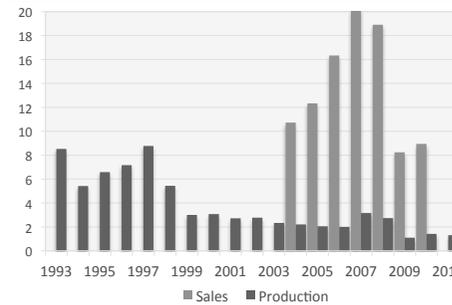


SKODA CARS - FROM HOME TO THE WORLD

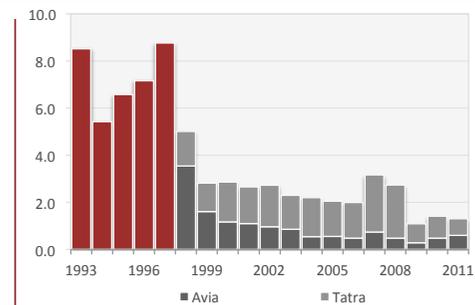


The Czech market is still heavily dominated by Skoda Auto, though its market share has dropped from around 60% in the middle of the 1990s to around 30% now. Not that it matters to Skoda. Skoda's annual sales will probably exceed 1 mil cars in 2013, so the increasing focus on other bigger and mostly developing markets (such as China, India and Russia) seems to be paying off so far.

PRODUCTION & TRUCK SALES ('000)

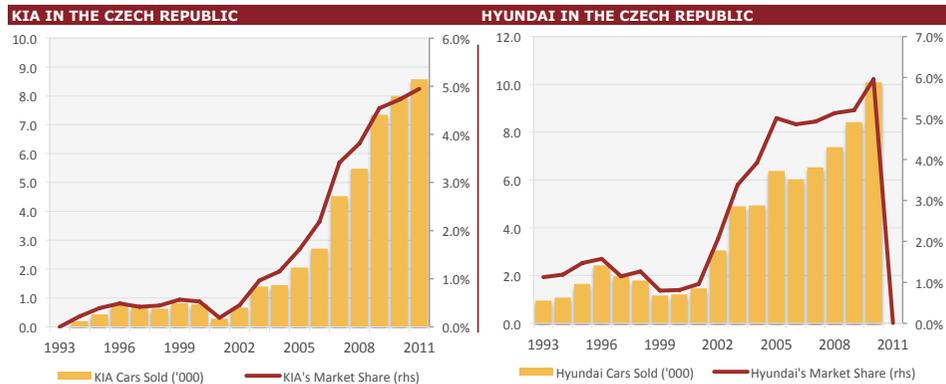
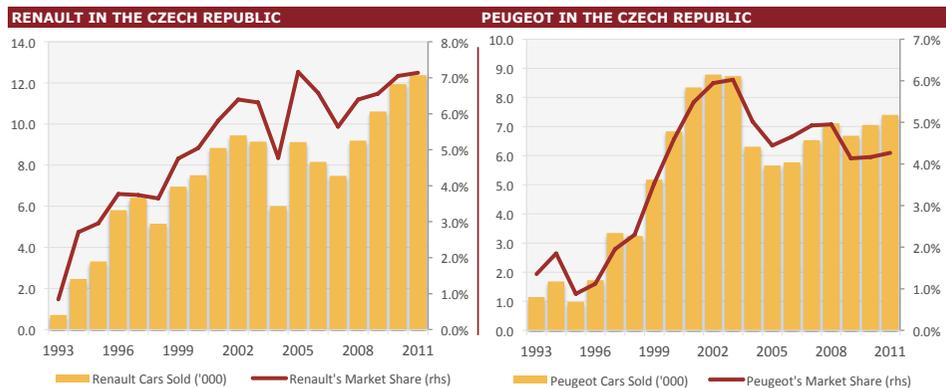
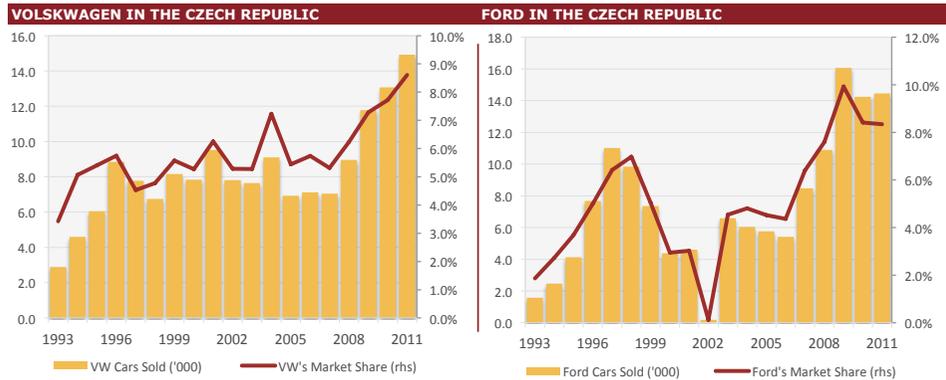


AVIA & TATRA TRUCK SALES ('000)



The decline of the Czech truck producers (most of them successful companies in the era of the Soviet Union) is a striking contrast to the success of Skoda Auto. Despite having a more difficult external environment (such as market overcapacity), the lack (or late arrival) of a foreign strategic partner seems to be the biggest mistake made when the companies were privatised at the beginning of the 1990s.

Source: World Bank, National Statistical Office, United Nations, ACEA, OICA, Helgi Analytics calculation



POPULATION		2003	2004	2005	2006	2007	2008	2009	2010	2011
Population	mil	10.21	10.22	10.25	10.29	10.38	10.47	10.51	10.53	10.50
Population (As % Of World Population)	%	0.16%	0.16%	0.16%	0.16%	0.16%	0.16%	0.15%	0.15%	0.15%
Persons Per Household	persons	2.49	2.49	2.49	2.49	2.46	2.42	2.41	2.38	2.35
Share Of Population (0-14 Years Of Age)	%	15.6%	15.2%	14.9%	14.7%	14.4%	14.2%	14.1%	14.0%	14.1%
Share Of Population (15-64 Years Of Age)	%	70.5%	70.8%	71.0%	71.2%	71.4%	71.5%	71.4%	71.1%	70.7%
Share Of Population (65+ Years Of Age)	%	13.9%	14.0%	14.0%	14.1%	14.2%	14.3%	14.5%	14.8%	15.2%
Median Age	years	38.2	38.4	38.7	38.8	39.0	39.1	39.3	39.4	39.6
Old Age Dependency Ratio	%	19.7%	19.7%	19.8%	19.8%	19.9%	20.1%	20.4%	20.9%	21.5%
Youth Dependency Ratio	%	22.1%	21.5%	21.0%	20.6%	20.2%	19.8%	19.7%	19.7%	19.9%
Life Expectancy, both sexes	years	75.2	75.7	75.9	76.5	76.7	77.0	77.1	77.4	77.4
Life Expectancy At 65, both sexes	years	15.7	16.1	16.3	16.8	17.0	17.3	17.2	17.4	17.4
Total Fertility Rate	children	1.18	1.23	1.28	1.33	1.44	1.50	1.49	1.49	1.49
Urban Population As Of Total	%	73.8%	73.8%	73.7%	73.7%	73.6%	73.6%	73.5%	73.5%	73.4%

ON THE ROAD		2003	2004	2005	2006	2007	2008	2009	2010	2011
Number Of Passenger Cars	mil	3.71	3.82	3.96	4.11	4.28	4.42	4.44	4.50	4.58
Diesel Passenger Cars (As Of Total Cars)	%	15.5%	16.9%	18.1%	19.6%	21.1%	22.8%	24.8%		
Petrol Passenger Cars (As Of Total Cars)	%	84.3%	82.9%	81.7%	80.3%	78.8%	77.1%	75.0%		
Alternative Fuel Passenger Cars (As Of Total Cars)	%	0.2%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%		
Passenger Cars Per 1,000 People	vehicles	363	373	386	399	412	423	422	427	436
Passenger Cars Per Household	vehicles	0.90	0.93	0.96	0.99	1.01	1.02	1.02	1.02	1.03
Number Of Motor Vehicles	mil	4.15	4.29	4.47	4.67	4.90	5.10	5.10		
Motor Vehicles Per 1,000 People	vehicles	407	414	432	450	470	485	482	485	
Number Of Motorcycles	'000 vehicles	752	757	794	823	860	893	903	924	944
Motorcycles Per 1,000 People	vehicles	73.6	74.0	77.5	80.0	82.9	85.3	86.0	87.8	89.9
Number Of Mopeds	'000 vehicles	438	439	460	469	476	478	473	478	
Mopeds Per 1,000 People	vehicles	42.9	43.0	44.9	45.6	45.9	45.7	45.0	45.4	
Number Of Trams	vehicles	1,859	1,861	1,855	1,818	1,877	1,870	1,866	1,826	
Number Of Coaches, Buses & Trolleybuses	vehicles	20.6	19.9	20.1	20.3	20.4	20.4	19.9	19.7	19.7
Roads (Total Network)	km	128	128	128	131	131	131	131	131	
Roads, Paved (As Of Total Roads)	%	100%	100%	100%	100%	100%	100%			
Length Of Motorways	km	518	546	564	633	657	691	729	734	
Vehicles (Per km Of Road)	vehicles		33.0	34.0	35.0	37.0	39.0	39.0	39.1	
Road Density (km of Road Per 100 km2 Of Land Area)		162	163	163	165	165	166	166	166	
Roads, Passengers Carried	mil km	82,675	81,684	84,248	85,645	87,661	88,487	88,352	79,944	
Road Transport Freight	mil tonne-km	46,564	46,010	43,447	50,369	48,141	50,877	44,955	51,832	54,830
Road Goods Transported	mil tonnes	448	466	461	445	454	432	370	356	349
Road Sector Energy Consumption (As Of Total)	%	11.1%	11.3%	12.3%	12.3%	13.0%	12.9%	13.9%	12.6%	
Killed In Road Traffic Accidents	persons	1,447	1,382	1,286	1,063	1,222	1,076	901	802	
Killed In Road Traffic Accidents (Per mil People)	persons	142	135	126	104	118	103	86	76	
Injured In Road Traffic Accidents	persons	35,565	34,421	32,370	28,221	29,342	28,585	27,313	24,433	
Injured In Road Traffic Accidents (Per mil People)	persons	3,474	3,356	3,147	2,738	2,828	2,733	2,597	2,318	
Number Killed Per 1,000 Road Traffic Accidents	persons	53	52	51	48	53	48	42	41	
Number Of Fatalities Per 100,000 Passenger Cars	persons	39	36	32	26	29	24	20	18	

MOTOR VEHICLE PRODUCTION		2003	2004	2005	2006	2007	2008	2009	2010	2011
Production Of Motor Vehicles	'000	449	455	609	862	953	961	991	1,084	1,221
Production Of Passenger Cars	'000	444	450	604	856	940	948	984	1,077	1,221
Production Of Cars (As Of Worldwide Production)	%	1.1%	1.0%	1.3%	1.7%	1.8%	1.8%	2.1%	1.8%	2.0%
Production Of Cars Per 1,000 People	vehicles	43.5	44.0	58.9	83.2	90.5	90.6	93.7	102.3	116.3
Production Of Commercial Vehicles	'000	5.42	5.30	5.46	5.99	13.59	12.52	6.81	6.87	
Production Of LVC (Up To 3.5 tonnes)	'000						6.29	2.65	2.75	
Production Of HCV (Above 3.5 tonnes)	'000	2.33	2.20	2.05	1.99	3.17	2.74	1.09	1.41	1.30
Production Of Buses	'000	1.79	1.97	2.20	2.95	3.18	3.50	3.07	2.71	3.56
Production Of Motorcycles	'000	2.19	1.79	1.61	1.02	2.14	1.56	0.75	0.78	1.16
Automobile Sector Employees	persons	89,197	95,833	104,082	112,478	121,936				
Automobile Sector Employees (As Of Workforce)	%	1.7%	1.9%	2.0%	2.2%	2.3%				

Source: National Statistical Office, ACEA, OICA, Helgi Analytics calculation

Source: World Bank, National Statistical Office, United Nations, ACEA, OICA, Helgi Analytics calculation. For more details, description and explanation of particular indicators, please, visit www.helgilibrary.com

SALES OF MOTOR VEHICLES		2003	2004	2005	2006	2007	2008	2009	2010	2011
Sales Of New Passenger Cars	'000	145	126	127	124	133	144	162	169	173
Sales Of New Cars (As Of Total Worldwide Sales)	%	0.3%	0.3%	0.3%	0.2%	0.2%	0.3%	0.3%	0.3%	0.3%
Sales Of Cars Per 1,000 People	vehicles	14.2	12.3	12.4	12.1	12.8	13.7	15.4	16.1	16.5
Power Of New Cars Sold (Average)	kW									
Cubic Capacity Of New Cars Sold (Average)	ccm									
Diesel-Fuelled Cars (As Of New Cars Sold)	%									
Petrol-Fuelled Cars (As Of New Cars Sold)	%									
4x4 Drive Cars (As Of New Cars Sold)	%									
Small Cars (As Of New Cars Sold)	%									
Lower-Medium Cars (As Of New Cars Sold)	%									
Upper-Medium Cars (As Of New Cars Sold)	%									
Executive Cars (As Of New Cars Sold)	%									
Number Of New Small Cars Sold	'000									
Number Of New Lower-Medium Cars Sold	'000									
Number Of New Upper-Medium Cars Sold	'000									
Number Of New Executive Cars Sold	'000									
Saloon-Type Cars (As Of New Cars Sold)	%									
Estate-Type Cars (As Of New Cars Sold)	%									
Coupe-Type (As Of New Cars Sold)	%									
Convertible Cars (As Of New Cars Sold)	%									
Single-Seater Cars (As Of New Cars Sold)	%									
Number Of Saloon-Type New Cars Sold	'000									
Number Of New Estate Cars Sold	'000									
Number Of New Coupe Cars Sold	'000									
Number Of New Convertible Cars Sold	'000									
Number Of New Single-Seater Cars Sold	'000									
Sales Of New LCV (Up To 3.5 tonnes)	'000	14.6	17.2	15.9	16.2	19.5	20.3	13.0	11.2	
Sales Of New HCV (Above 3.5 tonnes)	'000	0.0	10.7	12.3	16.3	20.2	18.9	8.2	8.9	
Sales Of New Buses	'000	0.0	1.5	1.5	1.6	1.6	2.1	1.6	1.2	

MACROECONOMIC ROUND-UP		2003	2004	2005	2006	2007	2008	2009	2010	2011
GDP	USD bil	95.3	114.0	130.1	148.3	180.5	225.4	197.2	198.9	217.0
GDP Growth	%	3.8%	4.7%	6.8%	7.0%	5.7%	3.1%	-4.5%	2.5%	1.9%
GDP Per Capita	USD	9,336	11,157	12,706	14,446	17,467	21,627	18,806	18,910	20,579
Industrial Production Growth	%	1.6%	10.4%	3.9%	8.3%	10.6%	-1.8%	-13.6%	10.3%	6.9%
Retail Sales Growth	%									
Government Budget Balance (As % Of GDP)	%	-4.9%	-3.2%	-3.7%	-2.4%	-0.7%	-2.2%	-5.8%	-4.8%	-3.1%
Public Debt (As % Of GDP)	%	20%	29%	28%	28%	28%	29%	34%	38%	41%
Unemployment Rate	%	7.8%	8.3%	7.9%	7.1%	5.3%	4.4%	6.7%	7.3%	6.7%
Gross Average Monthly Wage	USD	638	759	847	951	1,124	1,405	1,256	1,289	1,407
Foreign Debt (As % Of GDP)	%	37%	40%	36%	39%	42%	37%	45%	48%	
Imports (As % Of GDP)	%	60%	62%	62%	64%	66%	62%	55%	63%	69%
Exports (As % Of GDP)	%	59%	63%	64%	67%	68%	64%	59%	67%	73%
Current Account Balance (As % Of GDP)	%	-6.3%	-5.2%	-1.3%	-2.5%	-4.4%	-2.1%	-2.5%	-3.8%	-3.0%
Foreign Exchange Reserves (Including Gold)	USD bil	27.0	28.5	29.6	31.5	34.9	37.0	41.6	42.5	40.3
Foreign Exchange Reserves (As % Of Imports)	%	47%	40%	37%	33%	29%	26%	38%	34%	27%
Foreign Direct Investments	USD bil	2.0	5.0	11.6	5.5	10.6	6.6	2.9	6.1	5.4
Foreign Direct Investments (As % Of GDP)	%	2.1%	4.4%	8.9%	3.7%	5.9%	2.9%	1.5%	3.1%	2.5%
Foreign Direct Investments (As % Of CA Deficit)	%	33%	83%	704%	149%	134%	137%	59%	80%	84%
Workers' Remittances, Received (As % Of GDP)	%	0.5%	0.7%	1.1%	1.1%	1.1%	0.9%	1.0%	1.0%	0.8%
Portfolio Investments (As % Of GDP)	%	-1.2%	1.7%	-2.6%	-0.8%	-1.5%	0.0%	4.4%	3.9%	0.2%
Development Assistance (As % Of GDP)	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

INFLATION, FOREX & INTEREST RATES		2003	2004	2005	2006	2007	2008	2009	2010	2011
Inflation, CPI (Average)	%	0.1%	2.8%	1.8%	2.5%	2.9%	6.4%	1.0%	1.5%	1.9%
Long-Term Interest Rate (10-Year Gov. Bond Yield)	%	4.1%	4.8%	3.5%	3.8%	4.3%	4.6%	4.8%	3.9%	3.7%
Short-Term Interbank Interest Rate (3-Month)	%	2.3%	2.4%	2.0%	2.3%	3.1%	4.0%	2.2%	1.3%	1.2%
Interest Spread To USD, 10-Year Gov. Bond	%	0.1%	0.5%	-0.7%	-1.0%	-0.3%	1.0%	1.6%	0.7%	0.9%
Interest Spread To USD, 3M IBOR	%	1.1%	0.8%	-1.5%	-2.9%	-2.2%	0.8%	1.3%	0.8%	0.8%
FX Rate To USD (Average)	per USD	28.2	25.7	23.9	22.6	20.3	17.0	19.1	19.1	17.7
FX Rate To EUR (Average)	per EUR	31.8	31.9	29.8	28.3	27.8	25.0	26.4	25.3	24.6

Source: World Bank, National Statistical Office, United Nations, ACEA, OICA, Helgi Analytics calculation. For more details, description and explanation of particular indicators, please, visit www.helgilibrary.com



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ABOUT HELGI ANALYTICS

Helgi Analytics is a consulting company based in the Czech Republic. The company mainly provides consultancy in the area of financial services and real estate and focuses primarily on the region of Central and Eastern Europe.

Helgi Analytics also runs a web application called Helgi Library, which is a database/library offering data and analyses on more than 95% of the world's economy and population. The Library aims to bring interesting statistical data and analyses to a wide audience under affordable conditions. If you wish to get more details, please visit www.helgilibrary.com or contact us at info@helgianalytics.com.

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