

Russian Automotive – Selected News

03.05 – 12.05.2011

IzhAvto produced 3886 cars in April

12.05.2011 / Avtostat

Izhevsk Car Factory (IzhAvto) failed to reach the production target of 4200 cars in April, producing only 3886 cars. The factory has blamed the transportation restrictions, which hindered their suppliers in the neighbouring regions for this short-come of production. Due to same reasons, it has been stated that there have been difficulties in the delivery of the produced cars to the sales points.

As one may remember, IzhAvto started the test production of Lada 2017s around mid-March and the CKD production of the same model by the end of April. The company's production target for this model for the year 2011 is 47.000 cars. IzhAvto is planning to produce a total number of 6250 cars, 3150 of which will be Lada 2017s in May. In June these numbers will be 10.000 and 6000 respectively. The other local models being produced in the factory are Lada 2014 and IZH-27175

Utilization Program for Agricultural Vehicles will start in 2012

12.05.2011 / RBK Daily

Russian PM Vladimir Putin has stated that a utilization program for agricultural vehicles will be put into practice from 2012. The government will allocate 3.5 billion rubles for the program. Vladimir Putin has stressed that 70-80% of the agricultural vehicles are either old or obsolete and this problem needs urgent attention. Russian PM has mentioned 'leasing' as one of the most important methods to finance the modernization of agricultural vehicles in the country and stated that the agricultural leasing company Rosargoleasing, for whom the government has allocated 3.7 billion rubles, has been selling 50% discounted agricultural vehicles since April.

According to ASM Holding data, 3529 tractors were produced in Russia in the first quarter of 2011 (+181.2%)

Electrical Filling Stations are on their way to Moscow

04.05.2011 / RIA Novosti

Rolf Import, the official Mitsubishi distributor in Russia has plans to start the sales of i-MIEV model electric cars in the country as from mid-May. On the other hand, due to the lack of electrical filling stations in Russia, the company had been in the process of negotiations with a number of companies in order to set up a network of filling stations. According to RIA, these negotiations became successful. Moscow energy company MOESK and Rolf have agreed on establishing a network of stations throughout the city and have started the construction of the project under the name of MOESK-EV.

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KAMAZ and MAZ have shown progress in merging negotiations

11.05.2011 / Komsomolskaya Pravda

The administrations of KAMAZ and MAZ have announced that they have come to an agreement on a plan at their first meeting, where they made merging negotiations, which was held in Minsk the previous week. As one may remember, in February a letter was sent by Rostekhnologii to the Belarusian Government proposing the merging of KAMAZ and MAZ. In accordance with this, the Belarusian Government will receive a share package from KAMAZ, in return for the total transfer of MAZ shares to KAMAZ. Belarusian Deputy PM Vladimir Semashko has stated that the maximum percentage they would sacrifice for this proposal would be 49%.

As is known, 49% of KAMAZ shares belong to Rostekhnologii and the remaining 11%, 27.26% and 4% are being held by Daimler, Troika Dialog and the European Bank of Reconstruction and Development (EBRD) respectively.

NefAZ has increased its production by 200% during the first 4 months

11.05.2011 / NefAZ

KAMAZ affiliate bus producer Neftekamsk Car Factory (NefAZ) has increased its total production by 200% during the first 4 months of 2011, compared to the same period of the previous year. The financial return of this level of production has been calculated as 3048 million rubles. While the company achieved in increasing the production of all types of its vehicles, the increase in the production of passenger buses remained at 82% (178 buses). NefAZ has drawn attention to the fact that the performance of the Russian bus market has been lagging behind the levels achieved in 2010. The termination of the regional support programs for the utilization of passenger buses by the government has been shown as the main reason of this underperformance.

NefAZ shares belong to; KAMAZ (50,2%), Republic of Bashkortostan (28.5%) and Capatel Ltd. (9.3%).

UAZ has started the production of cars with Euro-4 and ABS

10.05.2011 / 1RRE.ru

Ulyanovsk Car Factory (UAZ) has started the first party production of cars with motors that comply with Euro-4 environmental standards. The company has stated that 12 UAZ-2206 minibuses and UAZ health vehicles from M2G category have been produced at first stage. The models have been equipped with ZMZ-409 motors that comply with Euro-4 standards. Due to legal obligations, UAZ will be producing Euro-4 compatible cars as from 01.01.2012 only. This will cost the factory extra 200 million rubles. The modernized M2G vehicles are equipped with ABS, produced by Bosch. This modernization will cost UAZ another 150 million rubles.

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Avtoframos is starting to export Logan and Sandero to Ukraine

10.05.2011 / Avtostat

Moscow based Renault factory Avtoframos will produce Logans and Sanderos for the Ukrainian market as from this month. This way, Moscow made Renaults will be exported to Ukraine following the examples of Kazakhstan and Belarus. The company has stated that following the start of production for Ukraine, the capacity will be used at maximum level and the suppliers will have to increase their efficiency accordingly. Avtoframos will produce petrol engine models for this market. As previously, the diesel and gas engine models will be imported from Romania.

The sales of Logan and Sandero have started in Ukraine in 2005 and 2008 respectively. 3123 Logans and 838 Sanderos were sold in 2010 in the country. These figures make Renault the best-sold European brand in Ukraine. (Total sales of foreign brands: 9268).

Russia intends to postpone the shift to Euro-3 fuel standard

03.05.2011 / Auto.Lenta.Ru

Russian PM Vladimir Putin has proposed the postponement of the shift to Euro-3 environmental standard in fuel. In Putin's opinion, it's necessary to renew negotiations Belarus and Kazakhstan -the other two members of the Customs Union- and the operations must be coordinated with the maintenance process being conducted at the main oil facilities in Russia. Putin has also shared the information he received from Sergei Kudryashov, Russian Deputy Minister of Energy, about Kazakhstan's not being able to reach Euro-3 standard before 2014 and Euro-4 standard before 2015, with the member of press.

In Russia, the petrol standards are determined by regulations, which took effect in September 2008. These regulations have forbidden the production of Euro-2 standard petrol (Ai-92) in Russia as from 01.01.2011. However, due to protests by petrol companies, the ministry had to make some amends in the regulations and had to permit the production and sale of Ai-92 petrol until 2015. In addition to this, certain limitations had been brought to the usage of octane enhancing additives in petrol. Furthermore, usage of such additives in Euro-5 standard petrol had been completely prohibited.