

XVII Moscow International Automotive Forum

IMAF 2026



12 November 2026 • 11:00

Balchug Hotel • Moscow •

<https://mims.ru/imaf>

Program



Association
of European
Businesses

ITEMF
EXPO

12 November 2026 Thursday	
10:00-11:00	Registration, welcome coffee
11:00-11:10	Forum opening Oksana Anikeeva , CEO, ITEMF Expo Tadzio Schilling , CEO, Association of European Businesses (AEB)
11:10-12:15 ANALYTICS SESSION	"Automotive Market 2026: New Reality, New Geography" TOPICS FOR DISCUSSION • H1 2026 results. Who is actually selling? Brand analytics (Chinese, Russian, Korean grey market schemes) • Vehicle fleet 2026: average age, structure, spare parts shortage • Commercial vehicle market analysis as a driver of import substitution • Customs and logistics: new routes and risks in component supply • Evolution of consumer preferences in passenger and commercial vehicle segments
12:15-12:30	Coffee break
12:30-14:00 PLENARY SESSION	"Technological Sovereignty vs. Globalization 2.0" TOPICS FOR DISCUSSION • Parallel imports beyond 2026: keep, tighten, or phase out? <i>The law has been extended through the end of 2026, but the future of this mechanism remains uncertain. The share of parallel imports has grown to 12.9%, while the recycling fee is also rising—a direct contradiction in government policy. How will the Ministry of Industry and Trade, the Ministry of Economic Development, and Rosstandart resolve this contradiction?</i> • Recycling fee: a tool of industrial policy or a market barrier? <i>New calculation rules for vehicles from the EAEU take effect on April 1, 2026. New car sales dropped 19% in 2025, and the recycling fee is cited as one of the main drivers. This is a direct challenge for dealers, manufacturers, and the Ministry of Industry</i>

The organizer reserves the right to make changes to the program



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	<i>and Trade alike: does the recycling fee protect domestic production or kill the market?</i> SPIC 2.0: how will the government enforce localization commitments? <i>The average localization level should reach 60–70% by end of 2026. The Ministry of Industry and Trade is actively monitoring SPIC contracts. The issue directly affects all OEMs—from AVTOVAZ to HAVAL—and requires a position from Rosstandart on certification.</i> Chinese brands: partnership or takeover? <i>Dozens of Chinese brands are leaving the market. Only those investing in localization and after-sales service remain. What does Russia want from foreign partners—technology, capital, or assembly under a Russian brand? Can India become an alternative partnership vector?</i> Used car market and after-sales in the new reality: who services 50 million vehicles? <i>The fleet is aging, average age is rising, ownership periods are growing longer. Spare parts for departed brands come via parallel imports and counterfeit channels. Authorized dealerships are losing customers. Who bears responsibility for the safety of a vehicle assembled from "parallel-imported" spare parts?</i>
14:00-14:30	Lunch

14:30-16:15 AUTOMOTIVE COMPONENTS SESSION	"THE AGE OF AUTO COMPONENTS: FROM BOLT TO AXLE" TOPICS FOR DISCUSSION • The automotive electronics "black hole": microchips, ECUs, and software — where is Russia's answer? • One supplier — one risk: how to transition from emergency import substitution to systematic supply chain diversification • Points-based localization system for taxis and government procurement: a new demand driver for component suppliers? • Spare parts labeling and counterfeiting: who is responsible for road safety?
16:15-16:30	Coffee break
16:30-17:30 Innovation session	TOPICS FOR DISCUSSION • Economics of autonomous logistics: when will self-driving trucks and AI be tested and start generating revenue? • AI in and around the vehicle: from driver-assistance systems to full autopilot • Additive manufacturing and reverse engineering: how to print what is no longer in stock • From test track to national network: the digital framework for autonomous corridors and smart cities • Scaling up innovation: how a startup becomes an OEM supplier

