

GERPISA

The International Network of Research in Social Sciences on the Automotive Industry
<http://gerpisa.org/>

SPECIAL ISSUE

The *International Journal of Automotive Technology and Management* (Inderscience) publishes a special issue selected from papers presented during the colloquium.
<http://gerpisa.org/node/5626>

YOUNG AUTHOR PRIZE

The Young Author's Prize of GERPISA, consists of the publication of the winning paper in a special issue of IJATM and a €1500 award.
<http://gerpisa.org/en/node/3705>

CONTACT

GERPISA
ENS Paris-Saclay
gerpisa@gerpisa.org

The Transformations of the Global Auto Industry

Digitalisation, Ecological Transition and the Impact of the COVID-19 Crisis

29th Gerpisa International Colloquium
14-18 June 2021 / Virtual

Call for papers

Organisers:

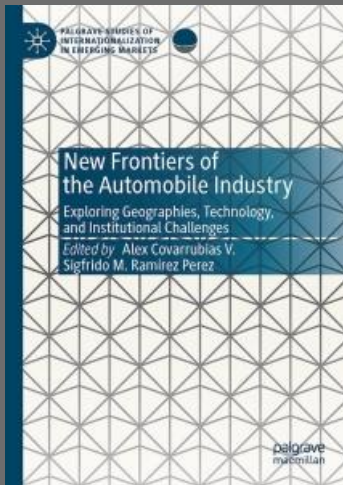
Juan Sebastian Carbonell (IDHES-ENS Paris-Saclay, Gerpisa)
Lorenza Monaco (ENS-Paris-Saclay, Gerpisa)
Tommaso Pardi (IDHES-ENS Paris-Saclay, Gerpisa)

Program Committee:

Bruce Belzowski (Automotive Futures, University of Michigan Transportation Research Institute (Retired)), Juan Sebastian Carbonell (ENS Paris-Saclay, Gerpisa), Alex Covarrubias (El Colegio de Sonora), Adriana Marotti (University of São Paulo, FEA), Giuseppe Giulio Calabrese (CNR-Ircres), Roberto Marx (University of São Paulo, Ecole polytechnique), Thomas Klier (Federal Reserve Bank of Chicago), Lorenza Monaco (ENS-Paris-Saclay, Gerpisa), Tommaso Pardi (IDHES-ENS Paris-Saclay, Gerpisa), Martin Krzywdzinski (WZB), Jorge Carrillo-Viveros (El Colegio de la Frontera Norte), Sigfrido Ramirez (Max Planck Institute for European Legal History Frankfurt), Mike Smitka (Washington and Lee, retired), Margherita Russo (UNIMORE), Boleslaw Domanski (Jagellonian University), Hua Wang (Emylon Business School), Stéphane Heim (Kyoyo University), Vallejo Bertha (University of Johannesburg).

Deadline for proposals:

March 29th, 2021
Submission online: <http://gerpisa.org/en/node/6237>



<http://gerpisa.org/node/5680>



<http://gerpisa.org/node/5626>

CONTACT

GERPISA
ENS Paris-Saclay
gerpisa@gerpisa.org

gerpisa.org

The 2021 Colloquium will build on our previous research streams, namely the changes occurred in the global auto industry in terms of product architecture, value chains and labour relations, and the wider industry eco-systems, and will continue to investigate key transformations like the electrification, the broader ecological transition, the digitalisation of the sector and the future of work in the industry.

In addition, this year's Colloquium will also aim to analyse whether and to what extent the COVID-19 crisis has accelerated or halted such changes. We thus welcome proposals on policy measures designed to contain the crisis in the industry, and on the social and political impact of the pandemic, with special reference to increasing inequalities and the changing labour scenario.

Special call for the stream on “New value chains architectures and labour relations: digitalisation, globalisation, de-globalisation and the future of work”

Value chains appear to be under the firm grip of Original Equipment Manufacturer (OEMs). Yet, the electrification of vehicles and the digitalisation of manufacturing are creating opportunities for new actors, both in the supply chain and many new OEMs. Will battery makers, electricity producers and distributors, mobility providers, internet companies and new car manufacturers specialising in electric vehicles (EVs) and connected/autonomous cars take away some of the control held by OEMs and global suppliers on value chains? We should also consider the possibility for new types of value chains to be built around these new actors, as well as the implications for labour relations and employment patterns. Who will gain and who will lose from such shifting balances and productive innovations? In the case of autonomous vehicles, many believe that those who will control the software will become the primary players, in the same way in which Microsoft commodified personal computers in the 1990s. Another interesting case is New Energy Vehicles (NEVs) in China, where the domestic Internet giants see themselves as providers of Industry 4.0 technologies, connecting consumers and service providers with NEVs producers. In the case of EVs, battery producers at one end of the value chain, and energy providers and distributors at the other end, could also reshape the value chain of new mobility system around the storage, use, and management of energy.

The Gerpisa conference welcomes papers that analyse such changes, and in particular how the 2020-2021 COVID-19 crisis potentially impacted the value chains linked to digitalization/electrification and labour relations.

How are OEMs and global suppliers integrating new actors into their global value chains? Do new actors challenge their dominant positions? Were the ongoing transformations and such emerging actors favoured or hampered by the COVID-19 crisis?

Do digital technologies represent a tool to overcome the crisis or gain from it? Did these new technologies provide opportunities to leapfrog existing players, or did they contribute to reinforce the hegemony of incumbents based primarily in the Global North? Did the introduction of new technologies and the entry of new players affect employment composition and labour relations, and how? How was the transition to 4.0 technologies affected by the COVID-19 crisis? Did the current lean production paradigm in productive organisations and employment relationships change? What was the impact of the pandemic on employment and work conditions in the global automotive industry/at local level? How are industrial and trade unions dealing with these transformations in different countries and at different levels of the value chain?

A selection of the best papers presented during the colloquium, including the winner of the young author's prize will be included in a special issue of the *International Journal of Automotive Technology and Management*.