

CALL FOR PAPERS

33rd Gerpisa International Colloquium

THE CENTRAL ROLE OF CHINA IN THE GLOBAL AUTOMOTIVE INDUSTRY

24-27 June 2025

**School of Economics and Management
Tongji University - Shanghai**

ORGANIZERS

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DEADLINE

Sunday, the 2nd of February 2025

ONLINE SUBMISSION

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SPECIAL ISSUE

International Journal of Automotive Technology and Management (Inderscience) publishes a special issue selected from papers presented during the colloquium.
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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.
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In 2025, for the first time the International Colloquium of Gerpisa will be hosted in China, jointly by Emlyon business school (France) and School of Economics and Management, Tongji University (China). This will be the opportunity to focus the attention of our international research network on the changing role that China plays in the transformation of the global automotive industry.

After becoming the main market and producer of passenger cars several years ago, China is now also the main exporter of vehicles and the uncontested global leader in the production of batteries and electric vehicles (EVs).

The competitive advantage acquired by Chinese companies throughout the EVs value chain has become so significant that both the United States and the European Union have recently enacted a series of protectionist policies to contain the growth of Chinese exports of batteries and passenger cars in their domestic markets.

Given the degree of global integration of automotive value chains in each region of production, such policies raise important questions concerning the transformation of regional value chains, in particular for EVs. They also have important implications for consumers and the "affordability" of EVs, which has become one of the main hurdles on the road towards decarbonised mobility both in the US and Europe. More fundamentally, they highlight the central role that states and their policies and regulations play in this radical transition towards electro-mobility, with trade policies being only one amongst several other political tools including environmental regulations and vertical industrial policies that States can activate to navigate this challenging transition, including environmental regulations and industrial policies.

These geopolitical transformations not only concern China, the US and Europe but have important implications for all automotive countries and their mutual relationships in terms of trade, technological transfers and FDI in mature and emerging economies. Can the Chinese automotive industry's globalization be delayed while the rest of the world catches up? How long will it take for the rest of the world to catch up to the 10-year advantage China has in EVs, especially in batteries? Will China's home market become such a long-term competitive advantage for their local manufacturers (once their numbers are reduced significantly) that the need to globalize will be reduced? How will non-Chinese OEMs and suppliers survive and thrive in the new NEV-centric environment?

A crucial question in this debate about policymaking and states' interventions concerns the competitive advantage of Chinese companies both in battery and EVs development and manufacturing.

How can we quantify and characterise this competitive advantage? What are its sources? How much is it driven by successful Chinese state policies? How much is it driven by new distinct productive models dedicated to electric vehicles development and production? How will traditional states and automotive industries be able to deal with the "Chinese challenge"? What are their responses to growing Chinese exports of EVs? Can traditional OEMs and battery makers catch up with their Chinese competitors and how? Can Western states emulate the successful deployment of the Chinese new energy vehicles policies? How will traditional states and automotive industries be able to deal with the "Chinese challenge"? What are their responses to growing Chinese exports of EVs? Can traditional OEMs and battery makers catch up with their Chinese competitors and how? Can traditional states emulate the successful deployment of the Chinese new energy vehicles policies?





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Will other emerging countries be able to emulate the Chinese success? What are the conditions for leapfrogging not only in EVs, but also in battery manufacturing, new mobility services, connected vehicles and other new key technological domains? How for instance, will the key role of strategic raw materials in the EV transition be able to provide to other Asian, South American and African countries levers for upgrading their automotive industries?

While the scenario of a possible trade war keeps unfolding, we also see an increasing amount of cooperation between Chinese and Western companies, as well as fast growing direct investment in Europe, North America, South America, Africa and Russia by Chinese OEMs and battery makers.

Several analysts as well as many CEOs of Western companies highlight how much such cooperation is needed to meet regional CO2 targets and achieve carbon neutrality in road transport by 2050. In fact, joint ventures between Chinese state-owned enterprises and traditional OEMs have been developing for many years. We now witness a new distinct wave of acquisitions, joint ventures and strategic partnerships between private Chinese OEMs and battery makers, on the one hand, and traditional OEMs and their first tier suppliers, on the other hand. Will the US and the EU require Chinese auto manufacturers and battery suppliers to joint venture with local companies for market access and technology transfer, similar to China's requirements 25 years ago? These joint efforts are not limited to electrification, but they also concern autonomous driving and new mobility services. Chinese companies have also been increasing investments in South American and African countries where they play an increasing central role in car manufacturing, technological transfers, and infrastructure building.

We welcome papers that explore these new forms of cooperation and analyse their implications for both traditional manufacturers and suppliers and Chinese companies, their suppliers, and their workers, as well in other automotive regions in South America, Africa and Russia.

How do Chinese companies approach their new role of technology leaders? What are the institutional forms taken by these collaborations/joint ventures? Do they differ from the long-standing joint ventures between state owned enterprises and traditional OEMs in China? What type of employment relationship have they developed? By comparison with the debate about the Japanese model in the 1980s and 1990s, can we talk about a "Chinese model", and if yes, how do we characterise it? Can it be exported overseas? And if yes, what type of hybridisation would it entail?

While the focus of this year's call for papers is on China, Chinese OEMs and battery makers, and how Western, Asian and Global South states and their companies deal with this challenge/opportunity, we also welcome papers that analyse the current transformations of the global automotive industry from other perspectives.

We will notably keep focusing our attention on **electrification** as the main technological transformation currently experienced by the global automotive industry. We also welcome papers that focus more specifically on **the current crisis of electrification, in particular in Europe, where sales of BEVs have stagnated in 2024, with several OEMs announcing factory closures.** On **digitalisation** we also welcome papers that analyse its past, on-going and future impacts on both process and product. Another important topic we would like to highlight is the development of the **circular economy** in the automotive sector.

We welcome papers from academics, members of our international network, and from actors that are involved in the public debate, such as trade unions, environmental NGOs, employers associations, government agencies, as well as auto manufacturers and their suppliers. We welcome papers from all social sciences, both focusing on the current transitions, but also providing historical accounts of previous transitions where similar debates took place.

The call is organised in three streams that focus (1) on challenges for work and labour; (2) on social and regulatory contexts; and (3) on companies, products, technologies and value chains.

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