Call for paper (EJSICE Virtual Workshop)

New directions for non-financial disclosure in the transport sector: deepening the environmental and social benefits through circular economy

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Using Webex Platform

Dr. Pietro Perlo, I-FEVS, pietro.perlo@ifevs.com
Prof. Kabir Hassan, The University of New Orleans, mhassan@uno.edu
Dr. Dominika Hadro, Wroclaw University of Economics and Business, dominika.hadro@ue.wroc.pl
Prof. Paolo Biancone, University of Turin, paolo.biancone@unito.it

The transportation sector faces several changes driven by significant air pollution concerns in urban and densely populated areas (Zhang et al., 2020). The need for sustainability and awareness of pollution damage has passed the peak, and ongoing decrease in combustion vehicle sales since 2017 (BNEF, 2021). Furthermore, the pandemic period has completely reshaped the established manufacturing paradigm highlighting people's capacity for adaptation to new working conditions (Ahmed et al., 2020) while increasing uncertainties about their employment status (Darvas, 2021). Nowadays, the automotive industry represents a fruitful research ground for disruptive new technologies and new approaches on both the consumer side (Secinaro et al., 2022) and the manufacturing side (Duan et al., 2011). In this vein, several authors argue for improving production sustainability and reliability (Kalverkamp & Raabe, 2018; Maldonado-Guzmán et al., 2020). Elements under discussion in the ongoing debate include sustainability of business models (Secinaro et al., 2020), component recyclability (Sakundarini et al., 2013), and strategic remanufacturing (Guide Jr & Pentico, 2003). The circular economy is become one of the frontier research elements through its high sustainability potential (Brescia et al., 2021; Jabbour et al., 2019). Several international organizations stress circular economy as an ecological and successful model for waste reduction, including the European Union (Kirchherr et al., 2018) and the OECD (OECD, 2020). The circular economy is a concept currently being promoted by institutions and various companies worldwide (Korhonen et al., 2018). The aim is to provide the economic system with an alternative, cyclical flow model, driven by the idea that material cyclicality can reduce negative environmental impacts and stimulate new business opportunities (Desrochers, 2002).

Based on these reasons, companies increase the number of reports, such as sustainability reports, social reports, environmental reports, and integrated reports (Stolowy & Paugam, 2018). Non-financial reporting has attracted the interest of essential stakeholders such as the Global Reporting Initiative (GRI). The

standards make it possible to identify the aspects of the company that have the most significant sustainability impacts (Global Sustainability Standards Board, 2016).

Although there is no single definition for non-financial reporting (Tarquinio & Posadas, 2020), a non-financial report aims to disclose performance dimensions to the organization's stakeholders different from the traditional assessment of financial performance from the perspective of shareholders (Erkens et al., 2015). European Union directive redesigned how European companies report and disclose non-financial information on economic, social and environmental issues (European Union, 2014). As of 2017, more than 6,000 European companies have produced annual non-financial statements to comply with national and supranational laws (La Torre et al., 2020).

In this call for paper, we would like researchers to explore critical opportunities for sustainability, ways to communicate social and environmental aspects, new technological challenges, and dilemmas related to new business models in the mobility sector.

Possible research questions include, but are not limited to:

- How can non-financial information be effectively disseminated in the automotive business?
- What technologies can foster the circular economy in the automotive field?
- What solutions can be put in place to foster consumer awareness?
- What barriers need to be overcome to implement a circular economy model?
- What changes in the manufacturing paradigm can drive the shift toward sustainability?
- What are the future directions of automotive research?
- Who are the actors capable of implementing the circular economy?

Key Dates

- Deadline for extended abstract submission (Maximum 3 pages): 16 September 2022
- Deadline for virtual workshop registration (free of any fees): 30 September 2022
- Virtual Workshop 19 October 2022

Notifications: Within 10 days after the extended abstract submission by the scientific committee.

- Deadline for final manuscript submissions: 28 February 2023
- First Editor decision: 30 April 2023
- Review: May-June 2023
- Issue: July 2023

Manuscript Submission Information

By registering and logging in to this website, manuscripts should be submitted online at https://www.ojs.unito.it/index.php/ejsice. Once you are registered, it is possible to access and go to the submission form. Manuscripts can be submitted until the final deadline. Please select Special Issue Manuscript" and upload your whole paper during the upload process. All articles will be subject to the double peer-reviewed process. Submitted manuscripts should not have been published previously in any other Journals nor be under consideration for publication elsewhere (there is an exception on conference proceedings papers). The Journal does not apply any Article Processing Charge (APC) or fees for publication. All the process is fully Open-Access. Submitted papers should be formatted using the Journal's template and have good use of English. The submission template can be downloaded at the link: https://www.ojs.unito.it/index.php/ejsice/libraryFiles/downloadPublic/3

Virtual Workshop Registration

Authors and practitioners should register at the following website until 16 September 2022: https://forms.gle/jcaG63T1rqW3Mv6E7

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