

# Conference Report

学界情報 国際会議レポート

The 25th World Battery, Hybrid and Fuel Cell Electric Vehicle Symposium and Exhibition (EVS25)  
November 5 - 9, 2010, Shenzhen, China

## 1. Introduction

The EVS25 international conference was held in Shenzhen, China on 5-9 November, 2010. Shenzhen is a city in the south of China that borders Hong Kong. It is the first area in China to be opened up to the world during the economic liberation. With “Sustainable Mobility Revolution” as its theme, EVS25 provided a platform where discussions on the latest issues and technical achievements on electric vehicles (EV) were made. It is aptly held in China, a country that potentially benefits the most from the development of EVs. The country’s stance results in the impressive feat where most motorcycles in major cities are replaced by electric equivalents.

## 2. About the Conference

Along with the paradigm shift towards EVs, EVS grew from an academic forum in 1969 to an event that academics, government and industry leaders come to discuss technical issues, policies and market challenges. There were seminars, workshops, plenary sessions, and poster and oral sessions. Much to my delight, simultaneous interpretation to Chinese and English were provided for the major sessions. This service greatly improves understanding and discussions. Over 750 abstracts from 42 countries were submitted for the oral and poster sessions. More than half were from China, and other main contributors are America, Germany, Japan and South Korea (Fig 1). A wide range of topics were discussed, ranging from vehicle and transportation systems, energy storage systems, propulsion systems, to infrastructure, marketing and even public policy. The hottest discussions were on hybrid vehicles, charging systems, batteries and smart grids.

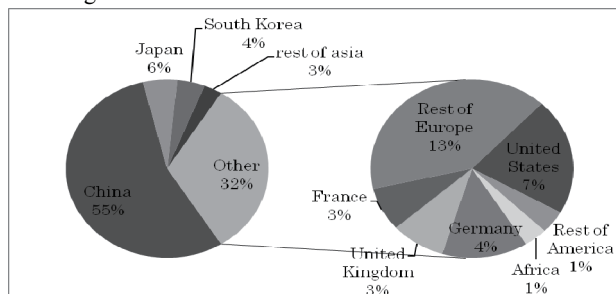


Fig.1 Abstract Statistics

Another major part of EVS is the exhibitions. 56 EVs were paraded before the conference. Throughout the conference, over 350 companies displayed their products in the exhibition hall which is opened to the public. Displays include vehicles, components, utilities and infrastructure. Interestingly, most of the

vehicles on display are electrical/hybrid buses, and light vehicles. Besides the displays from established car makers such as Toyota and GM, electrical companies like Siemens also participated. At the same time, over 30 EVs were revealed in the test-drive section. Occasional appearance of motor-show models gave the exhibition hall a festive mood, making it a fun and interesting experience. It’s estimated that there were more than 100000 attendees over the 5 days.



Fig.2 Main conference hall

Besides that, the participants were treated to a cultural show and a gala dinner. The cultural show was an interesting combination of traditional and modern costumes, dance and music, featuring different cultures in China. The conference meals were also a good opportunity for participants to casually discuss and exchange information.

The deepest impression I got was that even when all countries have the same goal to make EV, there are differences in their approach due to different infrastructure, geography and needs. This leads me to think that, unlike conventional gasoline cars, the EV is not a “one design for the whole world” type of vehicle. Instead, it should be optimized according to local conditions and needs. As a result, the manufacturers will have to face harmonization and adaptation issues to compete globally. However, I believe the efforts invested to optimize and harmonize EVs will eventually bring rewards when economical and environmentally friendly EVs are made.

## 3. Conclusion

The message of EVS25 is clear, that the EV revolution has begun. This is not only because it is a good idea, but also because there is a need for it. It gave me a chance to see how the industry is moving, and to listen to the opinions of different countries on EVs. I return to Japan with a much clearer view of the EV industry, and along with it a boost to my motivation to play a part in the development of EVs.

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(平成 22 年 11 月 26 日受付)