
Department of Urban Studies and Planning, MIT, Fall 2013
MW 9:30-11:00; 9-450B; Credits: 12 or 6; Version: 09/05

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Description

China urbanized 350 million people in the past 30 years and is poised to do it again in the next three decades. China’s urbanization is immense and rapid but largely “out of sync”. This subject poses three questions: 1) To what extent are multiple interpretations of urbanization desynchronized in China—causing tensions and discontinuities between people and land, between economy and environment, between urban financing and urban form, and between locals and migrants? 2) What might differentiate the next 30 years from the past, both in terms of the evolving nature of the challenges and the variegated responses in urban governance, both formal (e.g. planning and policies) and informal, across China’s 600+ cities? 3) What differentiates China from other countries in their equivalent urbanizing historical periods? And what may China’s experience offer for the rest of the world? The subject treats China’s urbanization as the joint result of natural socioeconomic processes and conscious actions by governments, markets and the public. One overarching theme is the intricate interaction between state and market in China’s context, yielding a variety of state-market “cocktails” devised and experimented in different cities in response to local problems, each involving a multi-layered projection onto urban space.

Instead of covering the various topics individually (land, housing, transportation, energy, environment, migration, finance, urban inequality, …), this course is structured to three clusters that examine the connections between these multiple functional domains. The subject will evolve continually to keep pace with the dynamics of Chinese cities, engaging students and guest speakers to provide critical inputs.

A Reflective Dialogue

Classes will be organized as a semi-structured dialogue in the form of NPR’s On Point with Tom Ashbrook. Programming of each class includes

- Jinhua opens the topic (10 min)
- Guests present the case (15 min)
- Dialogue (30 min): Jinhua challenges the guests; students participate in the debates
- Guests reflect on the discussion (10 min)
- Jinhua concludes (5 min)
- Students write in-class idea notes (10 min, details below)
Cases and Connections

Preface (3 classes)

W9/4 Multiple Interpretations: Urbanization out of Sync
M9/9 Is China an Outlier? China’s Urbanization in the Historical and International Contexts (Liyan)
W9/11 Fundamentals: Hukou and Migration

Land Market, Public Finance, Real Estate Development (6 classes)

M9/16 China’s Land use and Public Finance Institutions (Liyan)
W9/18 Land Quota Market in Chongqing and Chengdu: De-spatialize Land Transfer (Yuan)
M9/23 Brownfields in Beijing Chemical Plant: How Cities Recycle Industrial Land (Xin)
W9/25 Public Finance Innovations in Nanchang (Yu-Hung Hong)
M9/30 and W10/02 Module Summary and Student Presentations Phase 1: Ideas

Transportation, Economy, Energy, Environment and Technology (10 classes)

M10/07 Dispersion of Urban Agglomeration through High Speed Rail (Wanli)
W10/09 Managing Car Ownership in Mega Cities
W10/16 Costs of Air Pollution: Focusing on its Human Health Damage (Kyung-Min)
M10/21 and W10/23 Module Summary and Student Presentations Phase 2: Proposals
M10/28 Progress in Energy Efficiency: Technology, Policy and Market (Yang Yu)
W10/30 Financing Urban Access: Transportation, Form and Land Grabbing (David)
M11/04 Untangling Complex Urban Issues through Emerging Big Data (Shan and Yi)
W11/06 and W11/13 Module Summary and Student Presentations Phase 3: Literature

Social, Cultural and Political (8 classes)

M11/18 Drifting and getting stuck: Migrants in Chinese cities (Weiping Wu)
W11/20 Urbanization vs. Citizenization: Self-employed Migrants in Wangjingxi Market (Yulin)
M11/25 Spatial Justice in Affordable Housing Design in Ningbo (Yi Dong)
W11/27 Preserving Beijing’s Spatial Tradition in Rapid Urban Development (Hui Wang)
M12/02 Aging Society: Offering Care to the Elderly in the Confucius Society (tentative)
W12/04 Forging Greater Xi’an: New Regional Strategies and their Urban Outcomes (Kyle Jaros)
W12/09, W12/11 Course Summary and Student Presentations Phase 4: Team Project

Note: the exact schedule may change in response to guest speakers’ availability.
Assignment and Grading

I understand that there are different reasons for students to take this class, and correspondingly different levels of commitments by students. Therefore I have provided the following three options of class registration and their requirements.

<table>
<thead>
<tr>
<th>Options of class registration</th>
<th>12 Credits</th>
<th>6 Credit</th>
<th>Listener*</th>
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<tr>
<td>Class participation 40% =</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>27% (in class idea notes) + 13% (discussion)</td>
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<tr>
<td>Literature synthesis 20%</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>Team project 40%</td>
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<td>a) Idea: not graded</td>
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<td>b) Proposal: 10%</td>
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<td>c) Draft report: 10%</td>
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<td>d) Final report: 20%</td>
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Students are expected to deliver multiple presentations: on literature synthesis, on your project idea, proposal and draft report. The presentations are NOT graded. The specific schedule will be announced after the class enrollment is finalized.

* Listeners are welcome on one condition: to attend at least 70% of the classes and submit in-class idea notes.

Class Participation and In-Class Idea Notes

Active class participation is THE ESSENTIAL part of the course. Please complete the readings before each class. I request everyone to be part of the dialogue and I persist in encouraging students.

Capture the moment: I hope that some part of each class will trigger you to think and we’d like you to capture this moment. At the end of each class I allocate 10 minute for everyone to write or draw a half-page idea note reflecting on the dialogue that you just participate in. Literally you may write or draw anything you like and everyone gets the full score as long as you submit it (1 point per class) either by email to jinhua@mit.edu or on paper. A few ideas of what you may write (don’t feel constrained by them):

- What does the talk inspire you to think? Either as a practitioner, as a researcher, or as a citizen
- How does this particular talk connect to other topics in the term, if any?
- Any personal experience related to the discussion today?
- Did the dialogue today change any of your prior notions about China? How so?
- What if you were the presenter today? Anything you would do differently?
- On data, method and research design: anything you’ve learned as research methods to whatever depths one class can offer?
- Any ideas for your term project topics?

Liyan and I will read, compile and report back on what we collectively thought about!
Team Projects

Students will pair themselves and deliver a project as a team. Each pair will choose one of the candidate topics, listed in the next page, or if you like to propose a different topic (which is equally encouraged), please talk to me for comments and advice. The deliverables include

- Project idea (600 words) and presentation (5 minutes)
- Project proposal (3000 words) and presentation (15 minutes)
- Project draft report (6000 words)
- Project final report (6000 words) and presentation (20 minutes)

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<thead>
<tr>
<th>Project Proposal</th>
<th>Project Report (Draft and Final)</th>
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<td>Project Title</td>
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<td>Highlights</td>
<td>Highlights</td>
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<td>Abstract (250 words)</td>
<td>Abstract (250 words)</td>
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<td>Key words</td>
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<tr>
<td>1. Introduction</td>
<td>1. Introduction</td>
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<td>b. Objectives / Research questions</td>
<td>b. Objectives / Research questions</td>
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<td>2. Literature Review</td>
<td>2. Literature Review</td>
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<td>3. Methodology</td>
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<td>a. Data</td>
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<td>4. Expected results</td>
<td>4. Analysis results and interpretation</td>
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<td>5. Expected impact and policy implications</td>
<td>5. Discussion</td>
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<tr>
<td>6. References</td>
<td>6. References</td>
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Please use mendeley or zotero for references. Follow the APA style. I’ll provide two examples papers for you to learn about the formatting.

Both draft and final reports are COMPLETE documentation of your term projects. The difference is:

- Draft: the best you can do before my comments
- Final: the best you can do after my comments
Candidate literature review and project topics

- The Quiet Disappearance of “Green GDP” in China
- Urban environment challenges and responses
- Are Chinese Governments more sincere about energy policy than environmental policy?
- Clean Energy and Energy Innovation in China
- Public Attitude Towards Sustainable Development: History, Evolution and Prospects
- China’s 9th, 10th, 11th and 12th Five-Year Plans: Impacts on Urban Development and Urban Mobility
- Car Ownership, Motorization and Urban Policy Responses
- Promoting of Electric Vehicles: National and Municipal Policies
- Measuring Urban Equity: Mobility Needs of the Urban Poor & Migrant Workers
- High Speed Rail and Urban-Regional Development
- Openness of Chinese Cities: Significance, Measurement, Variation and Trend
- Law, Rule of Law and Respect of Law: Cases in Urban Development and Planning
- Property Rights and Its Connections in Urban Arena: Urban Villages, Migrant Workers, Semi-Public Spaces, etc
- Public Education: primary and second schools, Gaokao, locals vs. migrants
- National Urban Policies and their Interaction with Local Municipalities
- Comparative Studies Between Chinese Cities and OECD or other Developing Countries: To what degree Chinese urban issues are unique?
- Public Healthcare Reforms: Variations Among Cities in their Experiments
- An Update on “Urban Planning in China: Continuity and Change”—what has happened since Abramson’s 2006 paper
- Building institutions for sustainable urban development
Literature Synthesis
Each pair of students will be assigned to one of the literature review topics to write and present a literature synthesis for China’s urbanization.
Deliverables:
- Presentation: 20 minutes including question and answers.
- Written report: 3000 words
- Students will write their reports individually but present them in pairs in a form of debate: one focuses on the positive perspective and the other focuses on the negative perspective.
- The topic of the literature review may be the same as the team project.

How to write a literature synthesis

1. Purpose
The purpose of a literature synthesis is to ADD value. It is NOT simply a catalog of papers you have read.

2. Stages/Components
   a. Problem formulation: overview of the subject, issue or theory; clarify the objectives of the literature review
   b. Literature search: google scholar, web of science, MIT Vera, google, TRB online,
   c. Data categorization and evaluation
      - Four typical structures of organization:
        - Chronological (By trend)
        - Thematic
        - Methodological
        - Opinion: support, again, neutral, alternative perspectives
      - Critical appraisal of papers:
        - Contribution: method, data, theory,
        - Impact on practice
        - Limitations
   d. Data analysis, interpretation and synthesis
      - Similarity of papers: identify trends and patterns
      - Difference between papers: resolve conflicts
      - Relationships between papers
      - New perspectives / new interpretations
      - Gaps in the existing literature
      - Point the way forward for further research
   e. Conclusions
3. Bibliography
Please provide full reference information, and follow the APA style: http://library.concordia.ca/help/howto/apa.php

4. How to start
• Read other papers' literature review sections and follow good styles.
• Identify a few core papers (e.g., 7-15) and supplemental sources (e.g. 20~100)
• Read the core papers carefully and summarize each separately as the starting point
• Then follow section 2.
• Read the tips provided in the separate document.

Recommended Books
• Weiping Wu and Piper Gaubatz (2013) The Chinese Cities
• Thomas Campanella (2011) The Concrete Dragon: China's Urban Revolution And What It Means For The World
• John Friedmann (2006) China's Urban Transition
Cases and Readings

Multiple Interpretations: Urbanization Out of Sync

Readings:

- China’s Great Uprooting: Moving 250 Million Into Cities and Pitfalls Abound in China’s Push From Farm to City New York Times 06/2013, 07/2013

Is China an Outlier? China's Urbanization in the Historical and International Contexts

Liyan Xu, MIT

Abstract: China has been experiencing an urbanization process that is unprecedented in terms of speed, scale, and scope. This session begins with a review of fundamental urbanization theories, followed by a presentation showing the basic facts of China’s urbanization in the past sixty years, especially in the recent three decades. Putting China in the historical and international contexts, the analysis will go on to evaluate China’s urban transition from the perspectives of population, land use, and economic performance. The session concludes with a remark of the uniqueness of China’s urbanization, and asks questions on the future of urbanization that serve as food for thoughts for the remaining sessions.

Readings:


Bio: Liyan Xu is a third-year doctoral student at the Department of Urban Studies and Planning of the Massachusetts Institute of Technology (MIT). His research interests include urbanization and regional development in China, and the related land use and public finance issues. Before coming to MIT, Liyan had worked as a planner and project manager in Beijing, with experiences of 20+ projects on regional, urban, and land use planning. Liyan graduated from the Yuanpei Pilot Program in Science in Peking University and was awarded a Bachelor’s Degree in Engineering, and then obtained his Master Degree in Economic Geography from the College of Urban and Environmental Sciences in Peking University.
Fundamentals: Hukou and Migration

Abstract: Notwithstanding China's long urban history, the country remained largely an agrarian society until very recently. But urban superiority has taken hold since the turn of the twentieth century. Despite efforts to reduce the distinction between city and countryside after the Communist Party took power in 1949, an urban–rural divide forms the basis of the broadest kind of social inequality. Rural areas continue to have the poorest of the poor and lag behind in health status, nutrition, education, life expectancy, and overall living standards. Under market transition and globalizing forces, however, population mobility has grown drastically. Close to 200 million migrants have left the Chinese countryside for cities since 1983. This recent migratory flow is perhaps the largest tide of migration in human history. It has become a prominent feature of China's economic transition and is changing the face of the country (Fan 2008). This chapter outlines how the persistent urban–rural divide has formed historically and then has been reinforced by a set of socialist institutions. Particularly critical is the household registration system (hukou). The chapter also shows how a confluence of rising agricultural productivity and globalizing forces in urban manufactures opened the flood gate of migration in the early 1980s. Since then, migrant workers and entrepreneurs have provided substantial human impetus for the rapid modernization of cities. But most of them continue to face barriers to settle there permanently and exhibit a temporary or circular pattern of mobility.

Reading:

• Chapter 5, Urban-rural divide, socialist institutions, and migration, Wu and Gaubatz (2013) The Chinese City
• Kam Wing Chan (2013) Urbanization and the Chinese Dream Caixin Online

Land Use and Public Finance Institutions in China: an Overview

Liyan Xu, MIT

This session introduces China’s basic land use and public finance institutions, which serves as basic knowledge background for the remaining sessions. Details include: the Constitutional and other legal basis of China’s land use system; the urban/rural dichotomy of land property rights; the current bid invitation, auction and listing system in urban land transfer; China’s public finance framework after the 1994 financial reform; the “land finance system” and its variations; and the Shenzhen and Chongqing cases of local land use and public finance reform.

Land Quota Market in Chongqing and Chengdu: De-spatialization of Land Transfer

Yuan Xiao, MIT
China's meteoric economic growth has been taking place with a set of property rights institutions that distinguish and disconnect urban and rural worlds. Local governments acquire land cheaply from peasants and leverage it to attract businesses and investment. This “land grab” has been an important source of revenues for local governments since the late 1990s. However, it has become increasingly unsustainable because of the huge inequality, intense social conflicts, and economic inefficiency it has created. The central government of China has issued strict policy measures to curb land conversion by local governments. In response, a new institution has emerged—the land quota market. These markets are developed by local governments to trade "land development quotas," in contrast to markets that trade actual land parcels. Quotas are created by tearing down low-density farmhouses, and packing peasants into high-rise apartments. The development rights of the old parcels are then sold in a market. This new quota market has changed the calculus of land values: instead of location advantage, land value is now more dependent on the spatial density of existing farmhouses so that even land in the hinterlands is affected by urbanization. My dissertation asks how this mode of land commodification is different from the previous mode from spatial and political economy perspectives, and why it works to solve the dilemma of development versus social equality faced by local governments. This research takes the approach of comparative case studies, backed by qualitative and quantitative data collected from 6 Chinese cites.


Bio: Yuan Xiao is a doctoral candidate at the Department of Urban Studies and Planning of the Massachusetts Institute of Technology (MIT). Her research interests include property rights theories and practices, urbanization, land markets as well as urban and regional economics. Yuan Xiao's dissertation studies the latest land policy innovation in China, the land quota markets which have de-spatialized land transfers and have important social and economic implications for Chinese urbanization. Prior to coming to MIT, she worked for three years with the World Bank Institute in Washington D.C., focusing on capacity building and training programs in the field of urban management and planning for developing countries. Yuan obtained her master's degree in Political Science from University of Toronto, Canada. She was awarded a Bachelor’s Degree in International Politics and a concurrent Bachelor’s Degree in Economics from Peking (Beijing) University, China.

**China's land market reform and its implication for brownfield governance in rapidly deindustrialized urban areas**

Xin Li, Columbia University

Abstract: Following stories of a land redevelopment project over an eight-year period, I demonstrate a shift in China's environmental governance from a top-down
command-and-control regulatory regime to a multilevel system that facilitates consensus building and public participation in environmental policymaking. In addition, I argue that the shift with respect to brownfields occurred not simply because of improvements within the environmental apparatus, but because of recent land market reforms.

Bio: Xin Li is a visiting assistant professor in the Graduate School of Architecture, Planning, and Preservation at Columbia University. Her research explores crucial issues linking economic development, environmental protection, and technological innovation in different institutional settings. Through comparative approach, Li is particularly interested in economic restructuring in rapidly deindustrializing regions, environmental and social problems accompanying fast urbanization, and land conflicts arising from rampant urban expansion. Her current work primarily focuses on China, where she examines how brownfield issues in Chinese cities were and currently are managed during industrial sites¹ redevelopment process. She investigates these issues by analyzing the progress of brownfield legislation, property rights of former industrial land, environmental governance related to land contamination, brownfield financing mechanisms, and power balances among stakeholders. Dr. Li has a PhD degree in Urban and Regional Studies from Massachusetts Institute of Technology; a Master's degree in Urban Planning from the University of Michigan at Ann Arbor; and a B.A. in Economics from Renmin University of China.

Public Finance Innovations in Nanchang
Yu-Hung Hong, Land Governance Laboratory
Bio: Yu-Hung Hong is the founder and Executive Director of Land Governance Laboratory where he studies the use of land tools to facilitate open and inclusive decision making processes for land resource allocation in developing countries. He is also a Lecturer of Urban Planning and Finance at Massachusetts Institute of Technology (MIT) and Visiting Fellow at the Lincoln Institute of Land Policy. He earned his Ph.D. in Urban Development and Masters in City Planning from the Department of Urban Studies and Planning at MIT. His research focuses on property rights and obligations, land readjustment/sharing, and local public finance. Specifically, he is interested in investigating how governments can capture land value increments created by public investment and community collaboration for financing local infrastructure and durable shelters for the poor.

Abstract:

Dispersion of Agglomeration through High-speed Rail
Wanli Fang, MIT
Bio: Wanli Fang holds a PhD in Urban and Regional Planning from MIT. She studies international development issues from the perspectives of urban and regional
economics and public finance. Her dissertation systematically assessed the impacts of transport infrastructure investments on the efficiency, scale and distribution of urban economic activities, using China’s high-speed rail as a specific case. Since 2010, she has served as a consultant for the World Bank on a variety of financial aid and technical assistance projects on urbanization, transport investments, economic development and municipal finance. She will be a co-instructor of introductory economics and regional economic modeling classes at DUSP, MIT starting September 2013.

Abstract: This research estimates transport infrastructure’s influence on the productivity, scale and distribution of urban economic activities through changing intercity accessibility, using China’s high-speed rail (HSR) as a specific case. The GIS-based spatial analyses of the network accessibility measured by three alternative indicators consistently illustrate that, the extensive transport investments during 2001-2010 have reduced the disparities in accessibility among cities in China, with the coefficient of variation dropping by nearly 50%. Differently, estimations from the panel data models shed light on the complexity in the relationship between accessibility and economic activities, which consists of both generative and redistributive components and simultaneously leads to convergent and divergent economic outcomes among regions and across cities of different sizes. Yet, empirical evidence denies the saturation effects of accessibility. Extended estimations using different instrument variables (IV) partially relieve the concerns on endogeneity issues. The findings lead to important policy implications for decision-makers. First, China has not exhausted the agglomeration benefits dispersing through transport infrastructure given the remarkable regional disparities. Second, for the appraisal of major transport projects including HSR, it is reasonable to extend the standard cost-benefit analysis to include the generative benefits; to evaluate the impacts on regional disparities based on redistributive effects; and to avoid overbuilding through identification of saturation effects.

Managing Car Ownership in Chinese Mega Cities
Abstract: The astronomical growth in private cars in China, which surpassed the US to become the largest automobile market in 2009, has led to very visible environmental crises and congestion. But the nationwide increase conceals crucial policy differences between cities that influence effectiveness, revenue, efficiency, equity and public acceptance. While Shanghai and Beijing each had about 2 million motor vehicles in 2004, by 2010 Beijing has 4.8 million whereas Shanghai has only 3.1 million. Beijing’s growth rate was 15% annually, twice that of Shanghai. Extraordinary growth calls for extraordinary measures. Chinese cities offer many such examples in managing their automobiles: from restricting half of Beijing’s vehicles from being used during the Olympics to charging over USD10,000 to register a Shanghai car license through bidding. Boldness in both infrastructure development and policy design seems commonplace in China’s urban transportation arena. This talk, however, will present some of the subtleties
in these bold designs using Shanghai license auction policy and Beijing’s license lottery policy as a case. Subtleties exist in public attitude towards government policies, in policy details including pricing mechanism and purposeful policy leakage, and in the contrasting equity and efficiency orientations (superficial fairness in Beijing’s lottery vs. efficiency-orientation of Shanghai’s auction). Governments, at least in some cities, are more skillful in synergizing planning and market mechanisms and they do gauge the public and become more amenable though still sensitive. Policymaking and public response are increasingly two-way interactive.

Reading: Zhao, J., T. Chen and D. Block-Schachter (2013) Superficial Fairness of Beijing’s Vehicle License Lottery Policy

Costs of air pollution in China: focusing on its human health damage

Kyung-Min Nam, MIT

Bio: Kyung-Min Nam holds a Ph.D. in international development and regional planning from MIT, and is currently a postdoctoral associate in the MIT Joint Program on the Science and Policy of Global Change. Dr. Nam’s interests are in the institutional and policy dimensions of economic and environmental sustainability, and his current research focuses on the analysis of synergistic effects of air pollution control and climate policy and the development of an urban growth model based on new economic geography theories. His recent publications include “Out of Passivity: Potential Role of OFDI in IFDI-based Learning Trajectory (2013, Industrial and Corporate Change),” “City-Size Distribution as a Function of Socioeconomic Conditions: An Eclectic Approach to Downscaling Global Population (2013, Urban Studies),” and “Health Damage from Air Pollution in China (2012, Global Environmental Change).”

Abstract: One of the consequences of China’s rapid economic growth is increased urban air pollution, which is strongly associated with rising fossil energy use. Costs of air pollution in China are estimated to be substantial. For example, the World Bank estimated that in 2003 excess particulate matter concentrations alone caused an economic cost of US$55 billion (or around 4% of China’s gross domestic product) to China’s economy. Accordingly, China's government has recognized urban air pollution as a serious constraint in its pursuit of sustainable development, gradually strengthening air quality regulations. In light of increasing attention to the topic, my presentation aims to provide a review of urban air pollution issues in China, together with a brief introduction to methodological progress in the field.

- Silver Lining in China’s Smog as It Puts Focus on Emissions, New York Times, 2013
Progress in Energy Efficiency: Technology, Policy and Market in China’s Automobile Sectors

Yang Yu, Stanford University

Abstract: The recent growth of China's automobile industry has been tremendous. From 2005 to 2011, the sales number of passenger vehicle increased over 300%. However, in the same period, the motor gasoline consumption only increased about 55%. Possible explanations for the differences between these two numbers include the car models in China’s market become more energy efficiency and consumers’ preference switch towards more energy efficiency cars. In this presentation, I will introduce our work about teasing out the technological progress of energy efficiency in the China’s automobile sector and the innovation of Chinese consumers’ preference about cars. Also, I will summarize the policies related with fuel efficiency in China during last decades and discuss the relation between policymaking and the development of the market. Our main conclusion includes:

• Before 2007, average fuel efficiency in China was degrading; after 2007, we see improvement in fuel efficiency.
• Until 2007, technological change pattern varied across different sources; From 2008, technologies from all sources have similar trend.
• Chinese domestic technologies and foreign technologies differed in their fuel efficiency trends. Aggregately, nearly all foreign technologies were a slight but statistically significant better than Chinese domestic technology. However no foreign technologies improved faster than domestic technology.

Bio: Yang Yu is a Ph.D. Candidate in Stanford and his current research include the energy consumption in transportation sector in China, electricity market reform in transit countries and the integration of renewable energy into power grid.

Financing Urban Access: Transportation, Urban Form and Land Grabbing

David Block-Schachter, MIT

Abstract: The need to finance urban access to meet the mobility needs of the developed and developing world in a sustainable fashion is undeniable. But that collection in turn is sure to impact travel and location behavior. Financing is pricing, and pricing influences behavior. This work focuses on the impacts of the financing collection mechanism on accessibility as a means to bridge the gap between land-based financing and mobility-based financing. After examining the theoretical effects of pricing on accessibility, we focus on two Chinese cases. The first case emphasizes the emerging diversity of vehicle ownership policies in Chinese cities that indirectly influence location choice and urban form via car ownership and travel behavior, and is based on first-hand data and empirical behavior. The second case focuses on land sales that have a direct influence from finance
to urban form in terms of the pace and location of the development, and speculates on the influence on accessibility. Of importance is the data we bring to bear to examine the impacts of these policies on the distribution of accessibility between migrants and residents, rich and poor, and car owners and non-car owners. China’s extraordinary growth provides an ample canvas upon which to study the effect of financial mechanisms on accessibility.

Bio: Dr. Block-Schachter is a Research Associate in the Department of Civil and Environmental Engineering at MIT focused on transportation policy, planning, and operations. He holds Master of Science, Master of City Planning, Ph.D. degrees from the Massachusetts Institute of Technology and a Bachelor’s degree from Columbia University.

• Zhao, J., D. Block-Schachter and D. Wang (2013) Behavioral Impact of the Financing Collection Mechanism on Accessibility: Two Cases from Chinese Cities

Understanding and untangling complex urban issues in Chinese cities through emerging big data
Shan Jiang and Yi Zhu, MIT

Abstract: As the proliferation of urban sensing, social media and location-based devices in Chinese cities generate roaring streams of spatio-temporal registered information and attitudinal data, time has come to discover how these big datasets can enrich our understanding of complex urban issues, as well as the interactions among policy makers and citizens. In this talk, we will touch on the current states of urban sensing technologies, crowd-sourcing and crowd-sensing applications, and social media applications. Through the examples including bicycle-sharing program, weibo usage, air-quality applications and taxi records, we are intended to stimulate the discussions on the causalities behind the data, and the effects of the emerging information and social network on the decision making and planning processes in Chinese cities.

Bio: Yi Zhu is currently a PhD Candidate of Urban Studies and Planning at Massachusetts Institute of Technology. His primary research interests are in urban transportation planning, Geographical Information System (GIS), urban growth modeling and scientific visualization of big data. Yi was born in China, where he received his Bachelor degree in Transportation Engineering in 2002. Afterwards, he got dual degrees in urban planning and civil engineering from the University of Wisconsin-Milwaukee. He has been working in the Strategic Options for Transportation and Urban Revitalization (SOTUR) project within the MIT-Portugal Program (MPP) and the Future Urban Mobility (FM) project within the SMART program during his study at MIT.

Bio: Shan Jiang is a PhD candidate in the Urban Information Systems (UIS) Group at DUSP. Her research interests lie in the fields of urban spatial analytics,
geographic information systems (GIS), and the use of information and communication
technology (ICT) in urban planning and transportation planning (e.g., land use and
transportation, human mobility and travel behavior, public transport, and sustainable
development). Her research asks the questions (1) how can planners use ICT to
understand the spatial distributions of economic activities and patterns of human
activities and mobility, and their interrelationship at the micro- and macro-level; and (2)
what can be done by the public sectors to promote sustainable development by regulating,
influencing, and altering behavior of different agents in both short- and long- terms. She
leads the student interest group-- China Urban Development at MIT, and has organized
with fellow students in the group many public lectures on key issues of urban
development in China over the past two years.

**Drifting and getting stuck: Migrants in Chinese cities**

**Weiping Wu, Tufts University**

Bio: Weiping Wu, a professor of urban and environmental policy and planning at Tufts
University, holds a Ph.D. in Urban Planning and Policy Development from Rutgers
University, and a Master’s degree in Urban Planning and a bachelor’s degree in
Architecture from Tsinghua University (China). She is a former editor of the Journal of
Planning Education and Research, and a visiting Zijiang Chair Professor at East China
Normal University in Shanghai. At Tufts, she also is a senior fellow in the Center for
Emerging Market Enterprises at The Fletcher School, and the coordinator of the
undergraduate Minor in Urban Studies program. Previously, she was a professor of urban
studies and planning and international studies at Virginia Commonwealth University, a
consultant to the World Bank, and a fellow in the Public Intellectuals Program of the
National Committee on United States-China Relations. She also serves on the editorial
Regional Planning (Chinese), and World Regional Studies (Chinese).

Her research is concerned with how migration affects the socio-spatial reconfiguration
of cities, how planning and policy influence cities’ economic vitality and infrastructure
building, and how higher education transfers knowledge and innovation to industry. With
a record of substantial scholarly and publication activities (in books, articles, chapters,
and policy and consultant reports), she contributes to a better understanding of urban
dynamics in developing countries, and China in particular. Methodologically, she
combines large-scale surveys, in-depth interviews, and statistical and spatial analysis.

The National Science Foundation, U.S. Department of Education, U.S. Department of
Housing and Urban Development, Lincoln Institute of Land Policy, and World Bank
have provided funding support for her research. She has (co)authored and co-edited six
books, the most recent published by Routledge titled The Chinese City.

Abstract: Residential mobility patterns are an important indicator of the future
socioeconomic standing of rural–urban migrants in the urban society. In Chinese cities
there are significant barriers for migrants to settle permanently. Given this context and housing choices available to migrants, what types of housing career do they follow once in the city? Drawing from survey data from three large cities, this paper studies migrant intra-urban residential mobility through three lenses—temporal patterns, spatial trajectories and tenure shifts. The majority of migrants are renters and remain so despite a lengthy residence in the cities. They experience a high level of mobility over time, but the trajectories of their moves are spatially confined and involve few tenure shifts.17


Urbanization vs. Citizenization: Self-employed Migrants in Wangjingxi Market in Beijing

Yulin Chen, Tsinghua University

Abstract: Over the last decade, each year there were 10 million Chinese people moving from countryside to city. Thanks to the Hukou system, a large portion of this population is temporary rural-urban migrants, also called as rural migrant workers. In this speech, I will first give a review of the Hukou system and its profound implications in China. Then I will discuss the characteristics of migrant settlements in China as well as some unique features of China’s urbanization patterns compared with western countries. Third, I will introduce my ongoing study on a group of self-employed migrants working in a vegetable market in Beijing. The market has recently been torn down to give space for a modern housing development project. The study focuses on the impact of this event on various aspects of the lifestyle changes and challenges to those self-employed migrants (e.g., working, living, income, family, etc.), so as to reveal the micro-level mechanism of the spatial “urbanization” affecting the “citizenization” of migrants in China. Based on this analysis, I will close my speech by making suggestions to the government for managing urbanization with a better approach.

Bio: CHEN Yulin is an assistant researcher at Department of Urban Planning in Tsinghua University. With the background of urban planning and sociology, Yulin studies China’s urbanization from the view of citizenization and its urban spatial response. Yulin has organized nationwide investigations on migrants in China, and has been the sub-task leader in “Research on the Population Migration and Citizenization” and “Study of Multi-Urbanization Development Strategy in China”.

• Eckstein, Susan 1990, Urbanization Revisited: Inner-city Slum of Hope and Squatter Settlement of Despair [J]. World Development 18 (2)

Spatial Justice in Affordable Housing Design in Ningbo

Yi Dong, Partner, DC Alliance; Lecturer, Tongji University
Bio: Dr. Yi Dong is a Lecturer in the College of Architecture and Urban Planning of Tongji University, where he received his Ph.D in 2011. He practices as the Partner of DC Alliance, an architecture firm based in Shanghai. Focused on affordable housing in China, Dr. Dong leads his design team in several award-winning projects in Ningbo, Zhejiang, including Ningbo Eastern New City Economical Housing project, which was selected for the best residential project in the “Good Design is Good Business” award in the Business Week/Architectural Record China Award 2008; and the Ningbo Yinzhou Talent Apartments project, which won the special award for residential buildings of the Third China Architecture Media Awards in 2012 and reported in Architectural Record in 2013/03.

Abstract: This talk will be based on the selected works of affordable housing design practice of DC-Alliance in Ningbo, including the resettlement of farmers and the social security housing for talents. It will focus on the idea of “spatial justice”, which projects the “social justice” concept onto space. These projects will demonstrate what architects can do within the limits of their competence and ability for the affordable housing development in the course of China’s rapid urbanization, and how to balance the relationship between space resource, aesthetic conception and life style in a "fair" way. The talk will discuss how public housing projects feed back to the city from the aspects of space and function. It will conclude with Dr. Dong’s reflection on the strategy of development and public policy support for these projects, which indicates the attitude from the governments.

- Ningbo Eastern New City Economical Housing
- Yinzhou Talent Apartments

Preserving Beijing’s Spatial Tradition in Rapid Urban Development

Hui Wang, Tsinghua University

Bio: Hui Wang is an Associate Professor in School of Architecture at Tsinghua University. Specializing in architectural and urban design theories and practice, Hui Wang has been engaged in teaching and research in Tsinghua University. He has written several books, including *Form and Meaning of Architectural Aesthetics* and *Administration Spaces in Beijing*. He holds a doctor’s degree in architecture from Tsinghua University. At MIT, he will undertake an aesthetic study of urban design in Chinese cities, focusing on the form of buildings and public spaces, the mechanisms that affect form, and aesthetic cognition.

Abstract: Beijing, the capital city of the People’s Republic of China, is the national center of politics and culture as well as a well-known city with a long history in the world. Now as a fast-urbanizing city, Beijing is confronted with challenges and opportunities as well as many problems. There exist various types of conflicts between the old city and newly-built areas. Inside the old city, there are visible conflicts where historical and cultural areas are constantly eroded. Outside the old city, there are invisible conflicts where the new development areas spread disorderly.
In order to help students achieve a comprehensive understanding of the conflict between protection and high-density development from a long-term developmental perspective, this section will begin with an introduction of an investigation of the spatial situation in Beijing central city. On the basis of in-depth investigation and analysis, the key issues of high-density and high-density development in Beijing especially the conflict between the old city and the new development areas will be summarized and discussed.

In the future, how can we highlight the cultural characteristics and make full use of historical and cultural value of the old city? And how can we solve the contradictions between the old and the new and promote historical and cultural environment protection? These issues will then be discussed.

Aging Society: Offering Care to the Elderly in the Confucius Society
(tba)

Forging Greater Xi'an: China's new regional strategies and their urban outcomes
Kyle Jaros, Harvard University

Bio: I am a Ph.D. candidate in the Department of Government at Harvard University (graduation expected 2014) whose research interests include Chinese politics, the political economy of development, and the politics of urban and regional policy and planning. My current research examines the impact of state institutions and political actors on urban and regional growth patterns in China and other large developing countries. In my dissertation project entitled “The Political Economy of Metropolitan Focus in China,” I examine the political and administrative dynamics surrounding the rapid rise of large metropolitan centers across China since the late 1990s and explore why there has been variation over time and across provinces in “metropolitan focus,” or the extent to which development policies favor top cities over other areas. In a related research project, I examine the multilevel politics of urban planning and governance in China's heartland metropolis of Xi'an. I earned my undergraduate degree from Princeton University in 2005, majoring in the Woodrow Wilson School of Public and International Affairs and earning a Certificate in Chinese Language and Culture. I have also studied at the Hopkins-Nanjing Center (2005-2006) and been a senior visiting student at the School of Government of Peking University (2011-2012).

Abstract: Over the past decade, efforts to build integrated urban regions around large cities have been taking shape across much of China. These central- and provincial-level “metropolitan circle,” “city cluster,” and “economic region” policies aim to address regional governance issues and enhance regional competitiveness through coordination of neighboring cities’ planning, policy-making, and project implementation. Some scholars have hailed these new efforts to think regionally. Others have questioned the efficacy of
such plans, pointing to implementation difficulties. Other experts have argued that such policies are really “banners” for attracting state support and extending the reach of higher-level bureaucrats. What has remained less clear amid debates about the new wave of urban-regional initiatives is how such policies have been reshaping urban areas, urban life, and urban governance in practice.

Through a case study of the Xi’an-Xianyang integration initiative, we will try to get a better sense of why Chinese policymakers have turned toward new modes of urban and regional policy-making, and how this is remaking urban landscapes. Far from being empty slogans, national and provincial policies for building a bigger, more integrated, and more competitive “Xi’an International Metropolis” appear to have had major consequences in practice – for approaches to urban planning and new town development, for the building of public infrastructure, and for urban service provision and living environments. It is more debatable, however, whether policies in Xi’an are achieving their stated aim of building a more rational system of urban governance and laying a more sustainable foundation for urban growth.