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VOL 2 - Guangdong - 2a - Background of
Guangdong

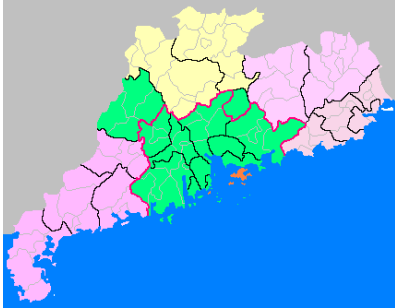



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Pearl River Delta

Pearl River Delta

| Pearl River Delta 珠江三角洲 | |
|--|---|
|  <p>Map of Pearl River Delta in Green</p> | |
| Country / SAR | <ul style="list-style-type: none">  China (Guangdong)  Hong Kong  Macau |
| Major Cities | <ul style="list-style-type: none"> Hong Kong Guangzhou Shenzhen Huizhou Dongguan Foshan Jiangmen Zhongshan Zhuhai Macau |
| Government | |
| • Governor of Guangdong | Zhu Xiaodan |
| • Chief Executive of Hong Kong | CY Leung |
| • Chief Executive of Macau | Fernando Chui |
| Area | |
| • Metro | 39,380 km ² (15,200 sq mi) |
| Population | |
| • Metro | 63,724,157-120,000,000 |
| Time zone | CST, HKT, MST (UTC+8) |

| Pearl River Delta | |
|-----------------------|--|
| Chinese | 珠江三角洲 |
| Cantonese Jyutping | Zyu ¹ gong ¹ Saam ¹ gok ³ zau ¹ |
| Cantonese Yale | Jyūgōng Sāamgokjāu |
| Hanyu Pinyin | Zhūjiāng Sānjiǎozhōu |
| Transcriptions | |
| Mandarin | |
| Hanyu Pinyin | Zhūjiāng Sānjiǎozhōu |
| Cantonese | |
| Jyutping | Zyu ¹ gong ¹ Saam ¹ gok ³ zau ¹ |
| Yale Romanization | Jyūgōng Sāamgokjāu |

The **Pearl River Delta** (PRD, Chinese: 珠江三角洲; pinyin: *Zhūjiāng sānjiǎozhōu*; Jyutping: *zyu¹gong¹saam¹gok³zau¹*), **Zhujiang Delta** or **Zhusanjiao** in Guangdong province, People's Republic of China is the low-lying area surrounding the Pearl River estuary where the Pearl River flows into the South China Sea. It is one of the most densely urbanised regions in the world and one of the main hubs of China's economic growth. This region is often considered an emerging megacity. The PRD is a megalopolis, with future development into a single mega metropolitan area, yet itself is at the southern end of a larger megalopolis running along the southern coast of China, which include large metropolises like Chaoshan, Zhangzhou-Xiamen, Quanzhou-Putian, and Fuzhou. The nine largest cities of PRD had a combined population of 57.15 million in at 2013 end, however, their population growth is modest at 0.45% year over year, comprising 53.69% of the provincial population.^[1] This sharply contrasts with the previous decade's migrant population boom, and reflects the rising cost of migrant labor and changes to the value chain.

Historical background

Since economic liberalisation was adopted by the Chinese government in the late 1970s, the delta has become one of the leading economic regions and a major manufacturing center of China and the world. The Chinese government hopes that the manufacturing in Guangdong, combined with the financial and service economy and traditional capitalistic influence in Hong Kong, will create an economic gateway attracting foreign capital throughout mainland China.

Geography

River delta

The river delta, also known as the **Golden Delta of Guangdong**,^[2] is formed by three major rivers, the Xi Jiang (West River), Bei Jiang (North River), and Dong Jiang (East River). The flat lands of the delta are criss-crossed by a network of tributaries and distributaries of the Pearl River. The Pearl River Delta is actually two alluvial deltas, separated by the core branch of the Pearl River. The Bei Jiang and Xi Jiang converge to flow into the South China Sea and Pearl River in the west, while the Dong Jiang only flows into the Pearl River proper in the east.

The Xi Jiang begins exhibiting delta-like characteristics as far west as Zhaoqing, although this city is not usually considered a part of the PRD region. After passing through the Lingyang Gorge and converging with the Bei Jiang,

the Xi Jiang opens up and flows as far east as Nansha Qu and as far west as Xinhui. Major distributaries of the Xi include Donghui Shuidao, Jiya Shuidao, Hutiaomen Shuidao, Yinzhou Hu, and the main branch of the Xi Jiang. Jiangmen and Zhongshan are the major cities found in the western section of the delta.

The Bei Jiang enters the delta plains at Qingyuan but doesn't begin to split until near Sanshui. From here the two main distributaries are Tanzhou Shuidao and Shunde Shuidao which form multiple mouths along the west side of the Pearl River's estuary. Two other distributaries, Lubao Yong and Xinan Yong, split from the Bei further north and converge with the Liuxi He to form the main branch of the Pearl River just north of Guangzhou. The other major city in the north section of the delta is Foshan.

The Dong Jiang flows through Huizhou into the delta. It begins diverging northeast of Dongguan into many distributaries, including the Dongguan Shuidao. Distributaries enter the Pearl River as far north as Luogang and as far south as Hu Men (Tiger Gate).

Location and demographics

As well as the delta itself, the term Pearl River Delta refers to the dense network of cities that covers nine prefectures of the province of Guangdong, namely Guangzhou, Shenzhen, Zhuhai, Dongguan, Zhongshan, Foshan, Huizhou, Jiangmen and Zhaoqing, and the SARs of Hong Kong and Macau. The 2010/2011 State of the World Cities report, published by the United Nations Human Settlements Programme, estimates the population of the delta region at 120 million people; it is rapidly urbanising.

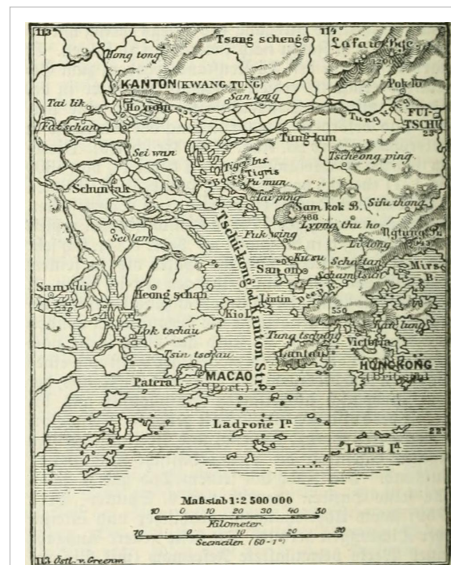
The eastern side of the PRD (Shenzhen, Dongguan), dominated by foreign capitals, is the most developed economically. The western areas (Foshan, Zhuhai, Zhongshan, Jiangmen), dominated by local private capitals, are open for development. New transport links between Hong Kong, Macau and Zhuhai in the PRD are expected to open up new areas for development, further integrate the cities, and facilitate trade within the region. The Hong Kong-Zhuhai-Macau Bridge, currently under construction, and the proposed Shenzhen-Zhongshan Bridge, currently in the planning phase, will be amongst the longest bridges in the world with a total length of approximately 50km each.

Until c. 1985, the PRD had been mainly dominated by farms and small rural villages, but after the economy was reformed and opened, a flood of investment turned it into the land's economic powerhouse. The PRD's startling growth was fueled by foreign investment coming largely from Hong Kong manufacturers that moved their operations into the PRD. In 2003, Hong Kong companies employed 11 million workers in their PRD operations. Lately there have been extreme labour shortages in the region due to runaway economic growth which caused wages to rise by about 20 to 30 percent in the past two years.

Economy

The Pearl River Delta has been one of most economically dynamic regions of the People's Republic of China since the launch of China's reform programme in 1979. With annual gross domestic product growth of 13.45 percent over three decades since 1978, it is 3.5 percentage points higher than the national average. Since 1978, almost 30% of all foreign investment in China was in the PRD. By 2007 its

GDP rose to US\$448 billion which makes its economy about the size of Taiwan's. The abundance of employment opportunities created a pool of wealthy, middle-income, professional consumers with an annual per capita income that puts them among China's wealthiest. Since the onset of China's reform program, the Pearl River Delta Economic



An 1888 map of the mouth of the Pearl River Delta, showing the locations of Macau and Hong Kong

Zone has been the fastest growing portion of the fastest growing province in the fastest growing large economy in the world.

According to the 2000 national Census, the Zone had a population of 40.8 million people. Per capita income has been growing substantially in recent years, as have consumer expenditures.

Although the Pearl River Delta Economic Zone encompasses only 0.4 percent of the land area and only 3.2 percent of the 2000 Census population of mainland China, it accounted for 8.7 percent of GDP, 35.8 percent of total trade, and 29.2 percent of utilised foreign capital in 2001. These figures show the remarkable level of economic development that the Pearl River Delta Economic Zone has achieved and the international orientation of the region's economy. This orientation has attracted numerous investors from all over the world who use the Greater Pearl River Delta region as a platform for serving global and Chinese markets.

As of 2008, the Central Government has introduced new labor laws, environmental and new regulations to reduce pollution, industrial disputes, safer working conditions and protect the environment. The costs of producing low margin and commodity goods have increased. This is on top of the rising cost for energy, food, transport and the appreciation of the Renminbi against the falling US Dollar. Some manufacturers will need to cut costs by moving up the value chain or moving to more undeveloped regions.^[3]

The industrial cities in the Pearl River Delta has been called the "Factory of the World" or the "World's Factory" due the presence of industrial parks populated with factories from foreign investments.^{[4][5]}

Significance of manufacturing

The Pearl River Delta has become the world's workshop and is a major manufacturing base for products such as electronic products (such as watches and clocks), toys, garments and textiles, plastic products, and a range of other goods. Much of this output is invested by foreign entities and is geared for the export market. The Pearl River Delta Economic Zone accounts for approximately one third of China's trade value.

Private-owned enterprises have developed quickly in the Pearl River Delta Economic Zone and are playing an ever-growing role in the region's economy, particularly after year 2000 when the development environment for private-owned enterprises has been greatly relaxed.

Nearly five percent of the world's goods were produced in the Greater Pearl River Delta in 2001, with a total export value of US\$ 289 billion. Over 70,000 Hong Kong companies have factory plants there.











Map (with links)

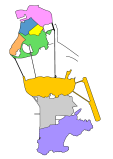




Pearl River Delta (Guangdong)

| City | Romanization | Population (2010) | Image | Information & Subdivisions | City Map |
|-----------------------------|--|-------------------|-------|---|----------|
| Guangzhou 广州 (廣州) | Pinyin: Guǎngzhōu Guangdong: Guong ² zeo ¹ Yale: Gwóngjāu Jyutping: Gwong ² zau ¹ | 12,700,800 | | Also known to many English speakers as Canton, Guangzhou is the capital of Guangdong province. It is a port on the Pearl River, navigable to the South China Sea, and is located about 120 km (75 mi) northwest of Hong Kong. Districts: Yuexiu, Liwan, Haizhu, Tianhe, Baiyun, Huangpu, Panyu, Huadu, Nansha, Zengcheng, Conghua New Area: Nansha | |
| Shenzhen 深圳 | Pinyin: Shēnzhèn Guangdong: Sem ¹ zen ³ Yale: Sámjan Jyutping: Sam ¹ zan ³ | 10,357,938 | | Shenzhen once was a small fishing village, singled out by Deng Xiaoping to become the first Special Economic Zones (SEZ) in China. Since the late 1970s it has been one of the fastest growing cities in the world due to its proximity to Hong Kong, a British colony until 1997. It is also the busiest port in China after Shanghai. Districts: Futian, Luohu, Nanshan, Yantian, Bao'an, Longgang New Districts: Guangming, Pingshan, Longhua, Dapeng | |
| Hong Kong 香港 | Pinyin: Xiānggǎng Guangdong: Hēng ¹ gong ² Yale: Hēunggóng Jyutping: Hoeng ¹ gong ² | 7,061,200 | | Hong Kong Island was first occupied by British forces in 1841, and then formally ceded from China under the Treaty of Nanjing at the end of the war. Hong Kong remained a crown colony of the United Kingdom until 1997 when it was returned to China. Hong Kong is known as one of the world's leading financial capitals also a major business and cultural hub. Districts: Central and Western, Eastern, Southern, Wan Chai, Kowloon City, Kwun Tong, Sham Shui Po, Wong Tai Sin, Yau Tsim Mong, Islands, Kwai Tsing, North, Sai Kung, Sha Tin, Tai Po, Tsuen Wan, Tuen Mun, Yuen Long | |
| Dongguan 东莞 (東莞) | Pinyin: Dōngguǎn Guangdong: Dung ¹ gun ² Yale: Dūnggún Jyutping: Dung ¹ gun ² | 8,220,237 | | Dongguan borders the provincial capital of Guangzhou to the north, Huizhou to the northeast, Shenzhen to the south, and the Pearl River to the west. It is also home to the world's largest shopping mall, South China Mall. Subdistricts: Dongcheng, Guancheng, Nancheng, Wanjiang Towns: Chang'an, Changping, Chashan, Dalang, Dalingshan, Daojiao, Dongkeng, Fenggang, Gaobu, Hengli, Hongmei, Houjie, Huangjiang, Humen, Liaobu, Machong, Qiaotou, Qingxi, Qishi, Shatian, Shijie, Shilong, Shipai, Tangxia, Wangniudun, Xiegang, Zhangmutou, Zhongtang | |

| | | | | | |
|----------------------------|---|-----------|---|---|---|
| Foshan 佛山 | Pinyin: Fóshān Guangdong: Fed ¹ san ¹ Yale: Fätsāan Jyutping: Fat ¹ saan ¹ | 7,194,311 |  | <p>Foshan is an old town dated back many centuries. It was famous for its porcelain industry. It is now the third largest city in Guangdong'. The city is relatively affluent when compared to other Chinese cities, and it is home to many large private enterprises. Foshan recently has seen a transformation brought by China's booming economy. City administration is considered especially progressive in seeking foreign direct investment especially in Nanhai District which has closes ties with Guangzhou to form a Guangzhou-Foshan metro in the near future.</p> <hr/> <p>Districts: Chancheng, Nanhai, Shunde, Sanshui, Gaoming</p> |  |
| Jiangmen 江门 (江門) | Pinyin: Jiāngmén Guangdong: Gong ¹ mun ⁴ Yale: Gōngmùhn Jyutping: Gong ¹ mun ⁴ | 4,448,871 |  | <p>Jiangmen Port is the second largest river port in Guangdong province. The local government plans to develop a harbour industrial zone with heavy industries such as petrochemical and machinery industries. The port of Jiangmen was known as Kong-Moon when it was forced to open to western trade in 1902. One legacy of this period is a historic waterfront district lined with buildings in the treaty port style. The city has an ongoing renewal project which has restored many of these buildings.</p> <hr/> <p>Districts: Jianghai, Pengjiang, Xinhui County-level Cities: Enping, Taishan, Kaiping, Heshan</p> |  |
| Huizhou 惠州 | Pinyin: Hùizhōu Guangdong: Wei ⁶ zeo ¹ Yale: Waihjāu Jyutping: Wai ⁶ zau ¹ | 4,597,002 |  | <p>Huizhou is the most eastern city in the Pearl River Delta region. Huizhou is known for its West Lake scenery. Huizhou gained benefit from the Chinese economic reform of the late 1980s. The blossoming real estate market attracted capital investment from Hong Kong and Taiwan. In the provincial economic development strategy, Huizhou is regarded as a site for a world-class petrochemical industry, as well as a hub for developing information technology, and expanding exports and trade.</p> <hr/> <p>Districts: Huicheng, Huiyang Counties: Boluo, Huidong, Longmen</p> |  |
| Zhaoqing 肇庆 (肇慶) | Pinyin: Zhàoqìng Guangdong: Xiu ⁶ hing ³ Yale: Siuhhing Jyutping: Siu ⁶ hing ³ | 3,918,085 |  | <p>Zhaoqing is the most western city in the Pearl River Delta region. It is well known for being a regional tourist hub, a medium-sized provincial "college town" as well as an up-and-coming manufacturing center. Residents from Guangzhou, Shenzhen and other nearby cities, as well as people from Hong Kong and Macau, are known to visit the city on weekend getaways and excursions.</p> <hr/> <p>Districts: Duanzhou, Dinghu Counties: Guangning, Huaiji, Fengkai, Deqing County-level Cities: Gaoyao, Sihui</p> |  |
| Zhongshan 中山 | Pinyin: Zhōngshān Guangdong: Zung ¹ san ¹ Yale: Jūngsāan Jyutping: Zung ¹ saan ¹ | 3,120,884 |  | <p>Zhongshan is a mid-size city named after Dr. Sun Zhongshan (Sun Yat-sen) and considered by many to be the "Father of modern China". Zhongshan serves as a midway point between Guangzhou and Macau. Zhongshan is known in China for making lamps.</p> <hr/> <p>Subdistricts: Dong, Nan, Shiqi, Xi, Wuguishan, ZTHIDZ (Zhongshangang) Towns: Banfu, Dachong, Dongfeng, Dongsheng, Fusha, Gangkou, Guzhen, Henglan, Huangpu, Nanlang, Nantou, Minzong, Sanjiao, Sanxiang, Shaxi, Shenwan, Tanzhou, Xiaolan New Area: Cuiheng</p> |  |

| | | | | | |
|---------------------------------|---|------------------|---|---|---|
| <p>Zhuhai 珠海</p> | <p>Pinyin: Zhūhǎi Guangdong: Ju⁶oi² Yale: Jyūhóí Jyutping: Zyu¹hoi²</p> | <p>1,560,229</p> |  | <p>Zhuhai plays a similar role to Shenzhen and became the first of the Special Economic Zones (SEZ) in China. Since the late 1970s it has been one of the most fast growing cities in the Pearl River Delta due to its proximity to Macau.</p> <hr/> <p>Districts: Xiangzhou, Doumen, Jinwan New Area: Hengqin</p> |  |
| <p>Macau 澳門 (澳門)</p> | <p>Pinyin: Àomén Guangdong: Ou³mun⁴ Yale: Oumùhn Jyutping: Ou³mun⁴</p> | <p>544,600</p> |  | <p>Macau was first Portuguese settlement in China on 1557. Macau remained a colony of Portugal until 1999 when it was returned to China. Macau has developed into a notable tourist industry that boasts a wide range of hotels, resorts, stadiums, restaurants and casinos. This makes it one of the richest cities in the world.</p> <hr/> <p>Freguesia: Nossa Senhora de Fátima, Santo António, São Lázaro, Sé, São Lourenço, Nossa Senhora do Carmo, São Francisco Xavier Zone: Cotai</p> |  |

Pearl River mega-city

A 2011 article in British newspaper *The Telegraph* reported on a "Turn The Pearl River Delta Into One" project. The stated goal was to "mesh the transport, energy, water and telecommunications networks of the nine cities together."^[6] (Hong Kong and Macau were not included.) However, the Chinese government denied that such a project existed.^[7]

Pollution

The Pearl River Delta is notoriously polluted, Wikipedia:Citation needed with sewage and industrial waste treatment facilities failing to keep pace with the growth in population and industry in the area. A large portion of the pollution is brought about by factories run by Hong Kong manufacturers in the area. Much of the area is frequently covered with a brown smog. This has a strong effect on the pollution levels in the delta. Wikipedia:Citation needed

Pollution is a great risk to the Chinese white dolphins that inhabit the area.

On March 22, 2007 the World Bank approved a \$96 million loan to the PRC government to reduce water pollution in the Pearl River Delta.^[8]

On December 23, 2008 it was announced that ¥48.6 billion (about \$7.1 billion) will be spent on the river by mid-2010 to clean up the river's sewage problems quoted by Zhang Hu, the director of Guangzhou municipal bureau of water affairs. The city will build about 30 water treatment plants, which will treat 2.25 million tonnes of water per day. The program hopes to cut down the amount of sewage in the area by 85%, and was also of fundamental importance for the 2010 Asian Games held in Guangzhou from November 12, 2010 to November 27, 2010.^[9]

In October 2009, Greenpeace East Asia released a report, "Poisoning the Pearl River" that detailed the results of a study it conducted in which 25 samples were collected from five manufacturing facilities in the Greater Pearl River Delta. The study concluded that all the facilities sampled were discharging waste-water containing chemicals with proven or suspected hazardous properties including heavy metals such as beryllium, copper and manganese as well as high levels of organic chemicals (Although Beryllium isn't a heavy metal, its compounds are highly toxic, which is likely why it was included in the report).^[10] These substances are associated with a long list of health problems



Removal of floating trash from the surface of the Pearl River in Guangzhou

such as cancer, endocrine disruption, renal failure and damage to the nervous system as well being known to harm the environment. Three of the five facilities sampled (Qingyuan Top Dragon Co. Ltd, Wing Fung P.C. Board Co. Ltd. and Techwise Qingyuan Circuit Co. Ltd.) contained concentrations of chemicals which exceeded the limits set by Guangdong provincial effluent standards. These companies were then subjected to a Clean Production Audit according to Article 28 of China's Cleaner Production Promotion Law.^[11] Guangdong Environmental Protection Bureau took a stance against the companies by blacklisting them.

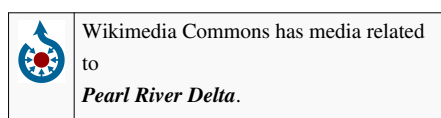
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Further reading

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 - HTML Article (<http://onlinelibrary.wiley.com/doi/10.1111/j.1467-8373.2012.01478.x/full>), PDF Article (<http://onlinelibrary.wiley.com/doi/10.1111/j.1467-8373.2012.01478.x/pdf>)

External links



- Economic profile for the Pearl River Delta (<http://info.hktdc.com/mktprof/china/prd.htm>) at HKTDC
- Images from Scientific Visualisation Studio at NASA (<http://svs.gsfc.nasa.gov/search/Keyword/PearlRiver.html>)
- Key Cities of the Pearl River Delta (http://www.hktrader.net/common/PRD_map.htm)
- Introducing the Pearl River Delta (<http://www.hktrader.net/200309/prd/>)

Coordinates: 22°32′N 113°44′E﻿ (http://tools.wmflabs.org/geohack/geohack.php?pagename=Pearl_River_Delta¶ms=22_32_N_113_44_E_region:CN_type:river_source:GNS-enwiki)

Pearl River Delta Economic Zone

The **Pearl River Delta Economic Zone** (simplified Chinese: 珠江三角洲经济区; traditional Chinese: 珠江三角洲經濟區; pinyin: *Zhūjiāng Sānjiǎozhōu Jīngjìqū*) (once called 粵江平原), is in the Pearl River Delta region, the expansive delta lands of the Pearl River at the South China Sea. It consists of Guangzhou, Shenzhen, Dongguan, Foshan, Zhongshan, Zhuhai, Jiangmen, and parts of Huizhou and Zhaoqing, has been the most economically dynamic region of the Chinese Mainland since the launch of China's reform programme in 1979. Adjacent Hong Kong is not part of the economic zone.

The 2008-20 plan, released by China's National Development and Reform Commission, is designed to boost the pan—Pearl River Delta as a "center of advanced manufacturing and modern service industries," and as a "center for international shipping, logistics, trade, conferences and exhibitions and tourism." Goals include the development of two to three new cities in the region, the development of 10 new multinational firms, and expansion of road, rail, seaport and airport capacities by 2020. They include construction of the 31-mile (50 km) Hong Kong—Zhuhai—Macau Bridge linking Hong Kong, Macao and the Pearl River Delta. The construction of 1,864 miles (3,000 km) of highways in the region was to be completed by 2012, and rail expansions of 683 miles (1,099 km) by 2012 and 1,367 miles (2,200 km) by 2020.^[1]

Population

The Pearl River Delta Economic Zone encompasses 0.4 percent of the land area and 3.5 percent of the 2005 Interim Census population of the Chinese Mainland (a population of 45.5 million people), it accounted for 9.9 percent of GDP and 28.9 percent of total trade in 2005.

Economy Overview

As the most dynamic region in the Chinese Mainland, the Pearl River Delta Economic Zone is increasingly important as a market. Given the massive scale of its export sector, the region has become an important industrial market for all sorts of inputs, materials, and capital goods. It also is a major market for transportation and trade-related services. Rapid urbanisation and burgeoning city populations have created demand for infrastructure, building materials, transportation services, housing, and other goods and services associated with urban development. The Pearl River Delta Economic Zone is also a highly attractive consumer market.

Cities such as Shenzhen and Guangzhou are among the most affluent in the Chinese Mainland. Close links to Hong Kong mean that Pearl River Delta region consumers adopt international tastes earlier than most places in China, making the region one of the trend setters in China.

History

In 1979, the Central Government of the People's Republic of China announced that Guangdong Province would be allowed to follow less restrictive economic policies and would be permitted to set up three Special Economic Zones (SEZs), including two in the Pearl River Delta, Shenzhen and Zhuhai. Preferential policies in the SEZs included a number of features designed to attract foreign investment, such as a 15 percent tax rate, tax holidays of up to five years, and the ability to repatriate corporate profits and to repatriate capital investments after a contracted period. They also included duty-free treatment of imports of raw materials and intermediate goods destined for exported products, as well as exemption from export taxes.

Guangdong's early experience with reform allowed a market-oriented culture to develop earlier than in other places in the Chinese Mainland. Starting in 1979, Guangdong Province and the SEZs were given greater political and economic autonomy than other jurisdictions in the Chinese Mainland. Areas of greater autonomy included finance and fiscal matters, foreign trade and investment, commerce and distribution, allocation of materials and resources, labour, and prices. In 1988, Guangdong was granted expanded powers to set its own economic direction, and was designated a 'comprehensive economic reform area'. This gave rise to the creation of the Shenzhen Stock Exchange, as well as development of a land lease system and some privatisation of housing. Shenzhen became a leader in terms of foreign exchange markets, operation of foreign banks, land reforms, and stock market development.

The economic development of the Pearl River Delta Economic Zone took off after the reform programme was instituted. The region's GDP grew from just over US\$8 billion in 1980 to more than US\$89 billion in 2000 and nearly US\$221.2 billion in 2005. During that period, the average real rate of GDP growth in the Pearl River Delta Economic Zone exceeded 16 percent, well above the People's Republic of China national figure of 9.8 percent. Since the onset of China's reform programme, the Pearl River Delta Economic Zone has been the fastest growing portion of the fastest growing province in the fastest growing large economy in the world. In the process, a region that was once largely agricultural has emerged as a manufacturing platform of global importance. It is a world leader in the production of electronic goods, electrical products, electrical and electronic components, watches and clocks, toys, garments and textiles, plastic products, and a range of other goods.

For the first ten years of China's economic reform process, the internationalisation of the Chinese economy was largely a Pearl River Delta phenomenon, with the export-oriented production of foreign-invested entities based in Shenzhen, Dongguan, and Guangzhou leading the way. In recent years, the development environment for indigenous private-owned enterprises has improved dramatically in the Pearl River Delta Economic Zone and local firms are now playing an ever-growing role in the region's economy. In this regard, Shenzhen, Dongguan, Foshan, and other parts of the Pearl River Delta Economic Zone have been at the forefront of private sector development in China. .

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- Economic profile for the Pearl River Delta (<http://info.hktdc.com/mktprof/china/mpzhj.htm>) at HKTDC

Special economic zone

The term **special economic zone (SEZ)** is commonly used as a generic term to refer to any modern economic zone. In these zones business and trades laws that differ from the rest of the country. Broadly, SEZs are located within a country's national borders. The aims of the zones include: increased trade, increased investment, job creation and effective administration. To encourage businesses to set up in the zone liberal policies are introduced. These policies typically regard investing, taxation, trading, quotas, customs and labour regulations. Additionally, companies may be offered tax holidays.

The creation of special economic zones by the host country may be motivated by the desire to attract foreign direct investment (FDI). The benefits a company gains by being in a Special Economic Zone may mean it can produce and trade goods at a globally competitive price. The operating definition of an economic zone is determined individually by each country. In some countries the zones have been criticized for being little more than Chinese labor camps, where labor rights are denied for workers.^{[1][2]}

History

Free zones and Entrepôts have been used for centuries to guarantee free storage and exchange along trade routes.

Moderns SEZs appeared from late 1950s in industrial countries. From the 1970s onward, zones providing labor-intensive manufacturing have been established, starting in Latin America and East Asia. These zones attracted investment from multinational corporations.

A recent trend has been for African countries to set up SEZs in partnership with China.

Types

The term Special Economic Zone can include

- free trade zones (FTZ),
- export processing zones (EPZ),
- free Zones/ free economic zones (FZ/ FEZ),
- industrial parks/ industrial estates (IE),
- free ports,
- bonded logistics parks (BLP)
- urban enterprise zones.

| Type | Objective | Size | Typical Location | Typical Activities | Markets |
|-----------------------------------|------------------------|----------------|------------------|-----------------------------|----------------------------|
| FTZ | Support trade | <50 hectares | Port of entry | Entrepôts and trade related | Domestic, re-export |
| EPZ (traditional) | Export manufacturing | <100 hectares | None | Manufacturing, processing | Mostly export |
| EPZ (single Unit/free enterprise) | Export manufacturing | No minimum | Countrywide | Manufacturing, processing | Mostly export |
| EPZ (hybrid) | Export manufacturing | <100 hectares | None | Manufacturing, processing | Export, domestic |
| free port/SEZ | Integrated development | >1000 hectares | None | Multi-use | Internal, domestic, export |

Special economic zones by country

International

The term SEZ is not used by US International Trade Administration (ITA).Wikipedia:Citation needed

Bangladesh

Main article: Bangladesh Export Processing Zone Authority

Several Export Processing Zones, or EPZs, have been established across Bangladesh since the 1980s, and the government plans to establish eight new special economic zones. In 2010, FDi magazine ranked Chittagong EPZ as one of best competitive special economic zones in the world

Belarus

Belarus has a SEZ called the China-Belarus Industrial Park.

Cayman Islands

The Cayman Enterprise City SEZ officially launched on Friday, 3 February 2012. It specializes in knowledge based industries. The SEZ has a range of incentives to attract businesses including no corporate, income or capital gains tax.

China

Main article: Special Economic Zones of the People's Republic of China

Currently, the most prominent SEZs in the country are Shenzhen, Xiamen, Shantou, and Zhuhai. It is notable that Shenzhen, Shantou, and Zhuhai are all in Guangdong province, and all are on the southern coast of China where sea is very accessible for transportation of goods.

Democratic Republic of the Congo

Further information: Economy of the Democratic Republic of the Congo § Special_Economic_Zone

Democratic Republic of the Congo planned to build its first Special Economic Zone in the Kinshasa district of N'Sélé. The SEZ was intended be operative in 2012 and dedicated to agro-industries.^[3]

As of April 2013 the DRC did not have any FTZs or free ports.

Greece

The German government is pushing for the creation of special economic zones in Greece and other European countries with struggling economies.^[4]

Egypt

The North West Suez Special Economic Zone (SSEZ) is located at the Red Sea, 45 km south of Suez. It is served by Sokhna harbour. It was the first SEZ set up under laws passed in 2002.

Additionally, in 2013 Egypt had nine FZs and thirteen Investment Zones.

Ethiopia

Ethiopia has a SEZ in Oriental (near Addis) that produces electrical machinery, construction materials, steel and metallurgy. The zone is wholly own by China.

India

Further information: List of Special Economic Zones in India

India was one of the first countries in Asia to recognize the effectiveness of the Export Processing Zone (EPZ) model in promoting exports, with Asia's first EPZ set up in Kandla in 1965. In order to overcome the shortcomings experienced on account of the multiplicity of controls and clearances; absence of world-class infrastructure, and an unstable fiscal regime and with a view to attract larger foreign investments in India, the Special Economic Zones (SEZs) Policy was announced in April 2000.

In 2004, Narendra Modi amended the Industrial Disputes Act of Gujarat to

create a special exemption for SEZs so that companies can terminate a worker in a SEZ with only 1 month of notice. This flexibility has helped grow manufacturing jobs in Gujarat by 60% from 2000 till 2012.

A comprehensive draft SEZ Bill was prepared after extensive discussions with the stakeholders. A number of meetings were held in various parts of the country both by the Minister for Commerce and Industry as well as senior officials for this purpose. The draft SEZ Rules were widely discussed and put on the website of the Department of Commerce. Around 800 suggestions were received on the draft rules. Wikipedia:Citation needed

SEZ Act and SEZ Rules have been drafted in haste and are an example of bad legislative drafting e.g. SEZ Act provides for Customs duty on services cleared into DTA. It does not take care of service sector issues like networking of servers etc. Wikipedia:Citation needed

It was hoped that the bill would instill confidence in investors and signal the Government's commitment to a stable SEZ policy regime. Thereby generating greater economic activity and employment through their establishment.

The Special Economic Zones Act was passed by the Government of India in May 2005, it received Presidential assent on the 23rd of June, 2005.

The bill came into effect on 10 February 2006, providing for drastic simplification of procedures and for single window clearance on matters relating to central as well as state governments. The remaining part of India, not covered by the SEZ Rules, is known as the Domestic tariff area. Exports from Indian SEZ totalled INR 2.2 Trillion in 2009-10 fiscal. It grew by 43% to reach INR 3.16 Trillion in 2010-11 fiscal. Indian SEZs have created over 840,000 jobs as of 2010-11. Wikipedia:Citation needed Exports through Indian SEZs grew further by 15.4% to reach



A view of one of the IT blocks of Infosys Ltd in the Mahindra World City situated in Chennai. States such as Tamil Nadu and Haryana are housing a number of under construction SEZ projects.

INR 3.64 Trillion (roughly US\$66 billion). As of 2011-12 fiscal, investments worth over US\$36.5 billion (INR 2.02 Trillion) have been made in these tax-free enclaves. Exports of Indian SEZs have experienced a growth of 50.5% for the past eight fiscals from US\$2.5 billion in 2003-04 to about US\$65 billion in 2011-12 (accounting for 23% of India's total exports).^[5] Wikipedia:Citation needed

The objectives of SEZs can be explained as: Wikipedia:Citation needed

1. Generation of additional economic activity;
2. Promotion of exports of goods and services;
3. Promotion of investment from domestic and foreign sources;
4. Creation of employment opportunities;
5. Development of infrastructure facilities.

The incentives and facilities available to SEZ developers include: Wikipedia:Citation needed

- Exemption from customs/excise duties for development of SEZs for authorized operations approved by the BOA.
- Income Tax exemption on income derived from the business of development of the SEZ in a block of 10 years in 15 years under Section 80-IAB of the Income Tax Act.
- Exemption from minimum alternate tax under Section 115 JB of the Income Tax Act.
- Exemption from dividend distribution tax under Section 115O of the Income Tax Act.
- Exemption from Central Sales Tax (CST).
- Exemption from Service Tax (Section 7, 26 and Second Schedule of the SEZ Act).

There were about 143 SEZs (as of June 2012) operating throughout India, by June 2013 this had risen to 173.^[5] 634 SEZs have been approved for implementation by the Government of India (as of June 2012).^[6]

Indonesia

Main article: Batam Island § SEZ - Special Economic Zones

Iran

See also: Foreign direct investment in Iran

Iran's interest in free trade and special economic zones can be traced back to the 1970s. According to SOAS's Hassan Hakimian, "the FTZs are more ambitious in their objective of acting as magnets for the attraction of Foreign Direct Investment (FDI) and ultimately for generating a diversified industrial base and promoting Iran's non-oil exports, the SEZ are conceived for goods transit and improving the supply and distribution networks in the country."

- Arg-e-Jadid Special Economic Zone: Vehicle Manufacturing Hub.
- PetZone: Petrochemical special economic Zone, Bandar-e Mahshahr.
- Kish: Kish island special economic zone.
- Sarakhs
- Sirjan
- Shahid Rajaei Port [7]
- Amirabad Special Economic Zone ^[8]
- Bushehr Port
- Payam Special Economic Zone, closest SEZ to the capital city Tehran, with 3600 hec. area within 10000 hec. of Payam International Airport territory established in Karaj for development of air cargo and postal transportation, storage of goods, cold store, packing services, goods productivity, perishable and time sensitive goods export. Payam is the only SEZ in the region with the privilege of its own airport and airline. Adjacent to industrial, economical and agricultural center of Tehran, with easy access to railroad, underground and other related highways. In order to attract FDI Payam has created equal opportunity and possibility of investment for Iranian and foreign subjects on every scale of partnership, in addition guarantee foreign investment according to

attraction and protection law of foreign investments and freedom of invest transfer and obtained income of it, with no administrative encumbrance laws. Furthermore, there is free entrance, without customs duties for goods, machinery and raw material until it has been stationed in the zone, with possibility to export goods from zone without customs formalities.^[9]

- Abadan

Jamaica

The first of Jamaica's Special Economic Zones was created in 1976 with the goal of industrializing the country, as well as increasing foreign exchange and access to technology.^{[10][11]} This primary zone was located in Kingston and was strategically attached to one of the country's main ports, in order to facilitate efficient transportation. Although it is no longer in use, during its years of operation, the zone consisted of 146 acres of warehouse land, which could be rented by foreign enterprises at very low rates. Private companies were invited to occupy the warehouses, but the government in power at that time, The People's National Party, remained tentative of relying on foreign capital as a means of industrializing.^[12] With the shift to the Seaga government in the 1980s, export led industrialization became key to Jamaica's economic development, and more effort was put into attracting foreign enterprises to the zone.^[13] One of the ways in which this was executed, was by transforming the warehouse land into a center for production of manufactured goods.^[14] While the Caribbean Development Bank and the World Bank funded the creation of the zone, the conversion into factories was initiated and paid for by the National Development Bank, a government owned institution.^{[15][16]} Due to the large job creation that accompanied the transformation, a second Special Economic Zone was opened in Montego Bay in 1988. The majority of the activity however, remained at the Kingston location, with only ten percent of the factories found at the new, smaller site.^{[17][18]} The factories were primarily occupied by foreign enterprises, and produced various apparel items, fish products, fruit juice concentrates and animal feed.^[19] As a result of the Special Economic Zones, Jamaica's export of manufactured goods increased ten-fold between 1980 and 1984, although the export of traditional goods, namely Bauxite and Alumina, stagnated.^[20]

Foreign enterprises were attracted to the Special Economic Zones by the various incentives they offered.^[21] The zones operated as separate entities that were not technically part of Jamaica, which allowed companies to bypass local import and exchange controls. Additionally, under the Jamaica Free Zone Act, any enterprise with approval from the Port Authority, could import certain items without any customs duties.^[22] Any remaining local labour controls were of little concern to foreign companies, since Jamaican workers were typically excluded from all steps except for manufacturing. The materials used for apparel manufacturing, for example, were all imported from the United States, and simply assembled by the local workers. The minimal role played by Jamaicans in the production also meant that there were very few backwards and forwards linkages. With the exception of fish products, which incorporated local resources, most of the companies imported their inputs from home or from Asia.^[23] Since these enterprises could execute their business with very little engagement with the country, there was no incentive for them to ameliorate Jamaican infrastructure or industry. The Seaga government argued that despite this lack of success in industrializing the country, the zones were still effective in providing much needed employment for the locals.^[24]

At its peak, the Kingston and Montego Bay Free Zones employed over 36, 000 locals, however, they were criticized for issues of poor working conditions and low wages. The jobs that the factories provided were high pressure, laborious, and provided few opportunities for workers to gain new skills. Jamaican women made up 95 percent of the workforce in the zones, the majority of whom were under 25 years old. These women typically worked twelve-hour days; six days a week, with significant overtime expected. Throughout the mid the 1980s, an average income in the zone was 30 US dollars per two weeks, a wage that was comparable to other low skill, entry-level jobs in Jamaica, but much less than the minimum wages of the countries that owned and operated the factories. Although the creation of these jobs did lift some families out of dire economic situations, the wages were not high enough to stop the cycle of poverty for most. In addition, the government taxed their incomes heavily for 'health benefits', yet

no aid was provided when medical issues arose. This forced many locals to believe that the government was co-conspiring with foreign countries to exploit them, but without the adequate unionized backing, there was little they could do to fight these injustices. This lack of unionization also meant that many enterprises were not forced to comply with the Factory Act, and so occupational issues that arose from poor working conditions, such as overheating, carpal tunnel syndrome, strained eyesight, or back problems, went unnoticed.^[25]

Although the workers had a fundamental right to create or join unions, the majority of the factories found in the zones remained non-unionized.^[26] The International Labour Law Organization set out guidelines for ethical working conditions, but it was largely up to the Jamaican government to enforce them. Since low wage female workers were not a priority, very little effort was made to support them.^[27] Some women did try to improve the conditions of the factories and were met with mixed success. A few factories started to provide maternity leave and some medical benefits; however, the majority remained unchanged. In response to strikes or labour movements, some companies dismissed their Jamaican workers and brought in workers from Asia who were less vocal about the injustices. This not only took jobs from the locals, one of the key goals behind creating the Special Economic Zones, but also had deleterious effects on future movements to unionize the factories.

The creation of the North American Free Trade Agreement (NAFTA) in 1994 had significant impacts on the Special Economic Zones of Jamaica, and can be seen as one of the main reasons for the closure of the Kingston site. Prior to this agreement, the United States had held a monopoly over the factory spaces, since the Caribbean Basin Economic Recovery Act of 1983-1995, allowed for one-way free trade benefits on most products entering the US from the Caribbean.^[28] NAFTA gave its members, Canada, the United States and Mexico, similar trade privileges amongst each other that foreign countries received in Jamaica. The agreement made it more attractive for the United States to invest in Mexico than Jamaica and resulted in many of their companies moving to factories in their neighbouring country. Aside from the lower transportation costs between Mexico and the United States, in 1997, Mexican workers were also being paid much less than Jamaican workers.^[29] In 1996, Jamaica's exports to the United States declined 12 percent, while Mexico's exports to the United States grew by 40 percent.^[30] Similarly, by the mid 1990s, employment in the Special Economic Zones had declined 64 percent since its peak in 1987. The loss of 16,000 jobs between the years 1995-1997 was severely detrimental to the workers, who claimed they had been 'ruined' by health issues attributed to factory work, and were therefore not fit to pursue any other work. In response to the closure, the Jamaican government tried to promote export-oriented work like data processing and call centers, but neither venture was very successful and few jobs were created.^[31] As of February 2013, there has been talk of opening another Special Economic Zone in the Caymanas.^[32]

Malaysia

Malaysia launched an East Coast Economic Region (SEZ) in August 2009.^[33] The country's first Special Economic Zone is expected to contribute RM23 billion to the national GDP and create 220,000 new jobs in the ECER.

Mauritius

A Chinese owned SEZ has been created in Jinfei called the Mauritius Jinfei Economic Trade and Cooperation Zone. The zone manufactures textiles, garments, machinery and high-tech. Additionally, it supports trade, tourism and finance.

Myanmar

Special economic zones (Burmese: စီးပွားရေးအထူးဇုန်), which offer tax exemptions for different sectors (5 years for production, 8 years for high-tech, 2 years for agriculture, livestock breeding and forestry, and 1 year for banking) are undergoing preliminary construction in Sittwe Township and Kyaukpyu Township in Rakhine State. An international standard airport is also to be constructed. The six free trade zones will be Thilawa Port in Yangon, Mawlamyine in Mon State, Myawaddy and Hpa-an in Kayin State, Kyaukphyu in Rakhine State and Pyin Oo Lwin

in Mandalay Region. According to the country's Special Economic Zone Law's Act 7, Section 36, homes and farming properties located on a proposed SEZ must be duly relocated and reimbursed.

The Myanmar Port Authority has been involved in facilitating contracts to develop Myanmar's Special Economic Zones, including a USD \$8.6 billion deal to develop a deep sea port at Dawei called the Dawei Port Project, by Italian-Thai Development).

Nigeria

2 Chinese SEZs have been constructed in Nigeria.^[34]

North Korea

The *Rajin-Sonbong Economic Special Zone* was established under a UN economic development programme in 1994. Located on the bank of the Tuman River, the zone borders on the Yanbian Korean Autonomous Prefecture (or, Yeonbyeon in Korean) of the People's Republic of China, as well as Russia. In 2000 the name of the area was shortened to Rason and became separate from the North Hamgyeong Province.

North Korea also operates Kaesong Industrial Region in conjunction with South Korea which was formed in 2002.

Pakistan

Taking the example of the Chinese success with their SEZs, China is helping Pakistan develop the RUBA SEZ on the outskirts of Lahore. RUBA SEZ PVT LTD is a subsidiary of RUBA Group of Companies and was expanded from existing Haier – RUBA Economic Zone. <http://ruba-sez.com.pk/>

Other economic zones include the China-Pakistan economic zone open only to Chinese investors and also the future crown jewel of Pakistan, Gwadar.

There are also talks of creating a Japanese city for foreign investors from Japan only.

There has also been new SEZ proposed on the currently under construction Sialkot-Lahore motorway, Qatar has proposed an investment for \$1 billion in a new SEZ along the motorway.

There is also a new zone under construction in Faislababd, which will be the biggest industrial estate of Pakistan when complete, it has sections for each country and the first phase is already complete with a special Chinese zone in it.

Special economic zones in Pakistan

- Karachi Export Processing Zone, Karachi, Sindh
- Risalpur Export Processing Zone, Risalpur
- Sialkot Export Processing Zone, Sialkot, Punjab
- Gujranwala Export Processing Zone, Gujranwala, Punjab
- Khairpur Special Economic Zone, Khairpur, Sindh

Panama

The Colon Free Zone (C.F.Z.) is located in the city of Colon at the Atlantic entrance to the Panama Canal dedicated to re-export of merchandise to Latin America and the Caribbean.

The Panama Pacifico Special Economic Area (PPSEA) was passed into law in 2004 in the Republic of Panama. It is located on the former Howard AFB, near Panama city, on the Pacific side of the isthmus.

- Colón Free Trade Zone
- Panama Pacifico Special Economic Area

Philippines

Further information: List of Economic Zones in the Philippines

Philippine economic zones (ecozones) are collections of industries, brought together geographically for the purpose of promoting economic development. These ecozones were established through Republic Act No. 7916, otherwise known as "The Special Economic Zone Act of 1995" as amended by Republic Act No. 8748.^[35]

Philippine Ecozones are generally administered by the Philippine Economic Zone Authority ^[36] through a Board (PEZA Board), attached to the Department of Trade and Industry. The PEZA Board sets the general policies on the establishment and operations of the Ecozones, industrial estates, export processing zones, free trade zones, and the like.^[37] They also review proposals for the establishment of Ecozones, which they subsequently endorse to the President of the Republic of the Philippines. In addition, the PEZA Board regulates and undertakes the establishment, operation and maintenance of utilities, other services and infrastructure in the Ecozone, such as heat, light and power, water supply, telecommunications, transport, toll roads and bridges, port services, and the like.^[38]

Several incentives are granted to business establishments operating within Philippine Ecozones, particularly those found in the Omnibus Investments Code of 1987.^[39] These incentives include income tax holidays; zero percent (0%) duty on importation of capital equipment, spare parts, and accessories; exemption from wharfage dues and export tax, impost or fees; and the simplification of customs procedures, among others.^[40] In addition, The Special Economic Zone Act of 1995 exempts business establishments operating within Ecozones from all taxes. In lieu of paying all other taxes, business establishments are only required to pay five percent (5%) of their gross income to the national government.^{[41][42]}

Activities Eligible for PEZA Registration and Incentives include but are not limited to (1) Export Manufacturing; (2) Information Technology Service Export; (3) Tourism; (4) Medical Tourism; (5) Agro-industrial Export Manufacturing; (6) Agro-industrial Bio-Fuel Manufacturing; and (7) Logistics and Warehousing Services.^[43]

Although designed to operate separately from the political and economic milieu of surrounding communities, Philippine economic zones do in fact interact with their neighbors. As of 31 May 2010, there were more than 200 Ecozones in the Philippines. Of these more than 200 Ecozones, seven (7) are Agro-Industrial Economic Zones, 134 are Information Technology Parks and Centers, 65 are Manufacturing Ecozones, two (2) are Medical Tourism Parks/Centers, and nine (9) are Tourism Economic Zones. Of the 41 private economic zones, the biggest exporter is Gateway Business Park in General Trias, Cavite and the second biggest private ecozone is Laguna Technopark Inc. The four governmentally owned are Cavite Economic Zone, Bataan Economic Zone, Mactan Economic Zone and Baguio City Economic Zone. Some of the more well-known Economic zones are the Clark Special Economic Zone, and Subic Economic Zone, former military bases of the United States of America.

Some of the over 200 SEZs in the Philippines are as follows:

- Subic Bay Metropolitan Authority (76.59 hectares)
- Clark Special Economic Zone (29,365 hectares)
- Freeport Area of Bataan (1,742.48 hectares)
- PHIVIDEC Industrial Authority
- Zamboanga City Special Economic Zone Authority

- Cagayan Special Economic Zone
- Aurora Pacific Economic Zone and Freeport Authority (APECO)
- Light Industry & Science Park I, II, & III (272.22 hectares)
- Laguna Technopark (289.95 hectares)
- Laguna International Industrial Park (34.88 hectares)
- Hermosa Ecozone Industrial Park (142.04 hectares)
- Keppel Philippines Marine Special Economic Zone (22.92 hectares)
- Filinvest Technology Park - Calamba (51.07 hectares)^[44]
- Carmelray Industrial Park I&II - Calamba (CIP I 60.86 hectares; CIP II 143.03 hectares)

Poland

There are fourteen SEZs in Poland.^[45] The zones have been criticized for being Chinese labor camps, where labor rights are denied for workers.

Special economic zones in Poland:

- Kamiennogórska SSE
- Katowice Special Economic Zone
- Kostrzyńsko-Słubicka SSE
- Krakowski Park Technologiczny
- Legnicka SSE
- Łódzka SSE
- SSE EURO-PARK MIELEC
- Słupska SSE
- SSE Starachowice
- Suwalska SSE
- Pomorska SSE (Pomeranian Special Economic Zone)
- Tarnobrzaska SSE
- Wałbrzych Special Economic Zone "INVEST-PARK"
- Warmińsko-Mazurska SSE OKS pany

Republic of Korea (South Korea)

Korean FEZs are designated by law^[46] to facilitate foreign investment, and thereby to strengthen national competitiveness and seek balanced development among regions by improving the business environment for foreign-invested enterprises and living conditions for foreigners.

There are eight Free Economic Zones in South Korea. The first three zones were created in 2003 and three more were created in 2008.

1. Incheon Free Economic Zone (IFEZ) in 2003
2. Busan-Jinhae Free Economic Zone (BJFEZ) in 2004
3. Gwangyang Free Economic Zone (GFEZ) in 2004
4. Saemangum Free Economic Zone (SGFEZ) in 2008
5. Yellow Sea Free Economic Zone (YESFEZ) in 2008
6. Daegu-Gyeongbuk Free Economic Zone (DGFEZ) in 2008
7. East Coast Free Economic Zone (EFEZ) in 2013
8. Chungbuk Free Economic Zone (CBFEZ) in 2013

Russia

Russia currently has 16 federal economic zones and several regional projects.

As of March 2010 Russia's federal special economic zones host 207 investors from 18 countries. There are major MNCs among investors to Russia's SEZ, such as Yokohama, Cisco, Isuzu, Air Liquide, Bekaert, Rockwool and many others.

Russia's 15 existing and to-be federal special economic zones are managed by OJSC "Special Economic Zones".

OJSC "SEZ" was founded in 2006 to accumulate and implement world's best practices in developing and managing SEZ and promote Foreign direct investment (FDI) in the Russian economy. It is fully owned and funded by the Russian state.

Federal economic zones in Russia are regulated by Federal Law # 116 FZ issued on July 22, 2005.

Technical/Innovational Zones

- Dubna
- Zelenograd (Moscow)
 - Area *Alabushevo*
 - Area *MIET*
- Saint Petersburg
 - Area *Neudorf* (Russian: Нойдорф) - area in Strelna near Saint Petersburg
 - Area *Novo-Orlovskoye* (Russian: Ново-Орловское) - area in Saint Petersburg
- Tomsk
 - Area *North*
 - Area *South*

Industrial/developmental Zones

- "Alabuga" (special economic zone)
- Lipetsk
- SEZ Togliatti ^[47]
- SEZ Titanium Valley" ^[48]

Tourist Zones

- Krasnodar Krai
 - Stavropol Krai
 - Kaliningrad Oblast (Yantar, Kaliningrad Special Economic Zone)
 - Altai Krai
 - Altai Republic
 - Irkutsk Oblast
 - Buryatia
 - Vladivostok
-

Ukraine

Special Economic Zones existed in Ukraine until March 31, 2005. The first created was the Nouth-Crimean Experimental Economic Zone Syvash (since 1996). From 1998 to 2000 11 new zones were created.

| Name | Location | Area | Established | Time limit* |
|-------------------------|---|------------|-------------|------------------|
| NCEEZ Syvash | Autonomous Republic of Crimea | | 1996 | 5 years |
| Slavutych | Slavutych, Kiev Oblast | 2,000 ha | 30.06.1998 | until 01.01.2020 |
| Azov | Mariupol, Donetsk Oblast | 315 ha | 21.07.1998 | 60 years |
| Donetsk | Donetsk, Donetsk Oblast | 466 ha | 21.07.1998 | 60 years |
| Zakarpattia | Uzhhorodskiyi Raion and Mukachivskiyi Raion, Zakarpattia Oblast | 737 ha | 09.01.1999 | 30 years |
| Yavoriv | Yavorivskiyi Raion, Lviv Oblast | 116,000 ha | 17.02.1999 | until 01.01.2020 |
| Interport Kovel | Kovel, Volyn Oblast | 57 ha | 01.01.2000 | 20 years |
| Kurortopolis Truskavets | Truskavets, Lviv Oblast | 774 ha | 01.01.2000 | 20 years |
| Mykolaiv | Mykolaiv, Mykolaiv Oblast, shipyard territory, and adjoining area | 865 ha | 01.01.2000 | 30 years |
| Port Krym | Kerch, Autonomous Republic of Crimea | 27 ha | 01.01.2000 | 30 years |
| Porto-Franco | Odessa, part of Odessa Trade Sea Port's territory | 32 ha | 01.01.2000 | 25 years |
| Reni | Reni, Odessa Oblast | 94 ha | 17.05.2000 | 30 years |

* Initially planned time of operation given. All zones were shut down on March 31, 2005.

NCEEZ — Nouth-Crimean Experimental Economic Zone.

Sources: [49][50][51] and Пехник А.В., *Іноземні інвестиції в економіку України. Навчальний посібник*, Вид. «Знання», Київ 2007, pages: 49, 310–319

Uzbekistan

Further information: Economy of Uzbekistan

- Navoi Free Industrial Economic Zone - The Navoi Free Industrial Economic Zone was created on December 2, 2008 in the Navoi region of the Republic of Uzbekistan to attract foreign investment.
- Jizzakh high-tech industrial park - Uzbekistan and China are working together to jointly establish a SEZ in the central Uzbek city Jizzakh. This high-tech industrial park will be formally established by March 2013. China Development Bank will provide a \$50 million loan to finance several of the joint projects in the construction, agro-industrial and mechanical engineering sectors.

Zambia

Further information: Economy of Zambia

Zambia is home to two SEZs developed in partnership with China Non-Ferrous Metal Mining corporation. One sitting just outside of Lusaka focuses on garments, food, appliances, tobacco and electronics. The second is in the copper rich town of Chambishi and focuses on copper related industries. The zones combine expedited customs and administration procedures with tax incentives, to attract increased investment.

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Lingnan culture

Lingnan culture (嶺南文化) refers to the culture of Guangdong and the nearby provinces in southeastern China, consists of Cantonese culture, and Teochew culture, Hakka culture. It is the subject of research at institutions such as the Center for Lingnan Culture. It is typically contrasted with Zhongyuan culture, that of China's northern plains (Zhongyuan).

Architecture

Main article: Lingnan architecture

Lingnan architecture is concentrated at Xiguan. Built at the end of the Qing Dynasty, Baomo Garden is located at Zini Village near Shawan town of Panyu and is a fine example of classical Lingnan architecture. Once inside, exotic buildings, gardens, hills, lakes and bridges are found - a place that reveals interplay between nature's art and man-made art in forms of sculptures and edifices, which boast intricate clay, porcelain, brick, wood and stone carving. Chen Clan Temple is another representative of Lingnan architecture. The Temple was built in the sixteenth year (1890) of Guangxu Emperor of the Qing Dynasty and served as an academy for Chen families in 72 counties of the Guangdong Province. It comprises all sorts of folk architectural and decorative arts, and is famous for its "Three Carvings" (stone, wood and brick carvings), "Three sculptures" (ceramic sculpture, clay sculpture and colorful sculpture) and "One cast" (cast iron). Therefore, it is called the best of all the clan temples in neighbourhood.

Today, some building elements of Lingnan architecture are adapted in constructions of commercial districts in Guangzhou. In streets like Beijinglu Commercial Street, Zhongshan Wulu Road and Hui Fulu Road, old-fashioned shops of Lingnan architecture are found in heaps. Attached to the second storey from the pavement, numerous pillars were built in front of the stores. Similar building styles are still common in some torn-down areas both in Hong Kong (*Tong-lau*) and Taipei.



Old-fashioned shops (*tong-lau*) in Wan Chai are typical examples of Lingnan architecture, comparable to those found in Guangzhou and Taipei. Attached to the second storey from the pavement, numerous pillars were built in front of the closed stores.

Zhuhai

Zhuhai

| | |
|--|----------------------------|
| Zhuhai 珠海市 | |
| Prefecture-level city | |
|  | |
| Clockwise from the top: The Gongbei Port of Entry and Portas do Cerco at the border of Zhuhai and Macau, Jintai Temple, Meixi Royal Stone Archways, statue of Fisher Girl, & Deyuefang Restaurant on Yeli Dao. | |
|  | |
| Location of Zhuhai in Guangdong | |
|  | |
| Location in China | |
| Coordinates: 22°16′37″N 113°34′04″E ^[1] Coordinates: 22°16′37″N 113°34′04″E ^[1] | |
| Country | People's Republic of China |
| Province | Guangdong |
| Government | |
| • CPC Committee Secretary | Li Jia (李嘉) |


| | |
|-------------------------------|--|
| • Mayor | He Ning-Ka (何宁卡) |
| Area | |
| • Total | 1,653 km ² (638 sq mi) |
| • Water | 690 km ² (270 sq mi) |
| Elevation | 36 m (118 ft) |
| Population (2010) | |
| • Total | 1,560,229 |
| • Density | 940/km ² (2,400/sq mi) |
| Time zone | China Standard Time (UTC+8) |
| Postal code | 519000 |
| Area code(s) | 756 |
| License plate prefixes | 粤C |
| – Total | ¥ 99.2 billion (2008) |
| – Per capita | ¥ 67,591 (2008) |
| Website | http://www.zhuhai.gov.cn/ (Chinese) |

| Zhuhai | |
|---------------------------|-----------------------------------|
| Chinese | 珠海 |
| Cantonese Jyutping | Zyu ¹ hoi ² |
| Cantonese Yale | Jyūhói |
| Hanyu Pinyin | Zhūhǎi |
| Postal Map | Chuhoi |
| Literal meaning | Pearl Sea |
| Transcriptions | |
| Mandarin | |
| Hanyu Pinyin | Zhūhǎi |
| Cantonese | |
| Jyutping | Zyu ¹ hoi ² |
| Yale Romanization | Jyūhói |

Zhūhǎi (Chinese: 珠海) is a prefecture-level city on the southern coast of Guangdong province in the People's Republic of China. Located in the Pearl River Delta, Zhuhai borders Jiangmen to the northwest, Zhongshan to the north, and Macau to the south. Zhuhai was one of the original Special Economic Zones established in the 1980s. Zhuhai is also one of China's premier tourist destinations, being called the Chinese Riviera. The city's population is made up of mostly Mandarin speaking migrants.

Administration

The prefecture-level city of Zhuhai administers 3 county-level divisions and 3 special economic districts, all of which are districts.

| Map | # | Name | Hanzi | Hanyu Pinyin | Area (km ²) | Population (2010 Census) | Density (/km ²) in 2010 |
|---|--------------------|--------------------|-------|--------------|-------------------------|--------------------------|-------------------------------------|
|  | City Proper | | | | | | |
| | 1 | Xiangzhou District | 香洲区 | Xiāngzhōu Qū | 476 | 771,726 | 1,621 |
| | Suburban | | | | | | |
| | 2 | Doumen District | 斗门区 | Dǒumén Qū | 801 | 415,854 | 519 |
| | 3 | Jinwan District | 金湾区 | Jīnwān Qū | 376 | 148,565 | 395 |

- Special economic districts
 - Hengqin New Area (横琴新区)
 - Wanshan Marine Development Experimental Zone (万山海洋开发试验区)
 - Zhuhai National Hi-Tech Industrial Development District (珠海国家高新技术产业开发区)

Geography

Zhuhai borders the Macau Special Administrative Region (north and west), and 140 kilometres (87 miles) southwest of Guangzhou. Its territory includes 146 islands and a coastline of 690 kilometres (429 miles).

The islands within the prefecture-level city of Zhuhai include a number of near-shore islands, often connected to the mainland by bridges or causeways (such as Hengqin, Qi'ao, or Yeli Islands), as well as some islands further away in the Pearl River estuary (such as the Nei Lingding Island) or the open South China Sea (the Wanshan Archipelago). Some of the latter are actually geographically closer to Hong Kong than to the Zhuhai mainland.

Zhuhai has a humid subtropical climate affected by the East Asian Monsoon (Köppen classification Cwa) and moderated by the South China Sea, with long, hot and humid summers with frequent thunderstorms, and short, mild and dry winters. Average highs in January and July are 18 and 32 °C (64 and 90 °F) respectively. It never snows and a frost has never been recorded in the city centre. Conversely, extreme heat waves do not occur as they do further inland.



Jida panorama from Shijing mount (石景山)

| Climate data for Macau (1971–2000) | | | | | | | | | | | | | |
|------------------------------------|--------------|--------------|--------------|---------------|----------------|----------------|----------------|----------------|---------------|---------------|--------------|--------------|------------------|
| Month | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Year |
| Average high °C (°F) | 17.7 (63.9) | 17.7 (63.9) | 20.7 (69.3) | 24.5 (76.1) | 28.1 (82.6) | 30.3 (86.5) | 31.5 (88.7) | 31.2 (88.2) | 30.0 (86) | 27.4 (81.3) | 23.4 (74.1) | 19.6 (67.3) | 25.2 (77.4) |
| Average low °C (°F) | 12.2 (54) | 13.1 (55.6) | 16.2 (61.2) | 20.2 (68.4) | 23.6 (74.5) | 25.7 (78.3) | 26.3 (79.3) | 26.0 (78.8) | 24.9 (76.8) | 22.3 (72.1) | 17.8 (64) | 13.8 (56.8) | 20.2 (68.4) |
| Rainfall mm (inches) | 32.4 (1.276) | 58.8 (2.315) | 82.5 (3.248) | 217.4 (8.559) | 361.9 (14.248) | 339.7 (13.374) | 289.8 (11.409) | 351.6 (13.843) | 194.1 (7.642) | 116.9 (4.602) | 42.6 (1.677) | 35.2 (1.386) | 2,122.9 (83.579) |
| Avg. rainy days (≥ 0.1 mm) | 6 | 10 | 12 | 12 | 15 | 17 | 16 | 16 | 13 | 7 | 5 | 4 | 133 |
| % humidity | 74.3 | 80.6 | 84.9 | 86.2 | 85.6 | 84.4 | 82.2 | 82.5 | 79.0 | 73.4 | 69.3 | 68.8 | 79.27 |
| Mean monthly sunshine hours | 132.4 | 81.8 | 75.9 | 87.8 | 138.4 | 168.2 | 226.2 | 194.7 | 182.2 | 195.0 | 177.6 | 167.6 | 1,827.8 |
| <i>Source: SMG</i> | | | | | | | | | | | | | |

Economy

Zhuhai became a city in 1979, a year before it was named as one of the first Special Economic Zones (SEZ). The neighboring city of Shenzhen became the first Special Economic Zones of the Special Economy Zone in 1978. The implementation of this policy is logical as Zhuhai is located on the strategic position facing Macau, in the identical fashion by which Shenzhen faces Hong Kong. This enabled the Chinese Central Government to open another "window" in front of Macau. Even though the city is situated at the southern end of the Pearl River Delta area, Zhuhai acts as one of the central cities in the Pearl River Delta according to the new general urban plan approved by the State Council. The implementation of Special Economy Zone means that the city will grow as a powerful modern port city, science and education city, scenic and tourism city, and as a regional hub for transportation.

The outstanding geographic location, a wide range of supporting infrastructure and a deep-water port serve as a major attraction for foreign capital. Utilized foreign investment reached US\$10.344 billion in 2008. Among the top 500 enterprises worldwide, 19 of them have investment projects in Zhuhai such as ExxonMobil, BP, Siemens, Carrefour and Matsushita. Hong Kong is the largest foreign investor in Zhuhai accounting for 22% of total utilized foreign investment in 2002.



Yinbin South Road

Manufacturing industries

Industrial development in Zhuhai focuses on 5 new high-tech and heavy industries including electronics, computer software, biotechnology and pharmacy, machinery and equipment as well as petrochemical industries. Aiming to strengthen the existing industrial base as well as to provide a better environment for the development of new high-tech industries, the local government has taken the initiative in developing five economic zones:

- Zhuhai High-Tech Industrial Development Zone

As one of the 4 earliest Special Economic Zones (SEZs) in China, Zhuhai SEZ was set up in the year 1980 and granted with a local legislative right. Zhuhai hi-tech zone is located in the north of Zhuhai, which is very close to downtown. Furthermore, technological resources are centralized in our zone; there is also a huge development in hi-tech industries which is leading by software and IC industries. Hi-tech zone is the show room where Zhuhai implements the scientific development.^[2]

- Zhuhai Free Trade Zone^[3]

Zhuhai Free Trade Zone (Zhuhai FTZ) was founded in 1996 with the State Council's approval, occupying 3 km² (1.2 sq mi). Zhuhai FTZ Administrative Committee was set up in June 1997. By the end of 2006, there had been over 200 companies registered in the Free Trade Zone, including more than 150 foreign-funded enterprises, and the total investment amount was 1 billion US dollars. Industries encouraged in the zone includes Electronics Assembly & Manufacturing, Telecommunications Equipment, Building/Construction Materials, Instruments & Industrial Equipment Production, Medical Equipment and Supplies, Raw Material Processing, Research and Development, Shipping/Warehousing/Logistics, Heavy Industry.^[4]

- Harbour industrial zone (provincial level)
- Wanshan ocean development testing zone (provincial level)
- Heng Qin economic development zone (provincial level)
- global printer consumables manufacturing centre

Zhuhai manufactured and supplied 70% of the world's ribbons, 60% of the world's aftermarket inkjet cartridges and 20% of the world's third-party laser toner cartridges. Their combined sales were worth more than 1.3 billion US dollars or 10% of all the sales in the world. Zhuhai owns a comprehensive supply chain and almost any of the raw materials needed by the printer consumables industry can be provided locally.

Transportation

Air

- Zhuhai Jinwan Airport^[5] (IATA: **ZGSD**, ICAO: **ZUH**), international airport hosting an annual air show and an exhibition hall, with Chinese space rockets is located in Jinwan District.
- Jiuzhou Heliport (九州直升飞机场)^[6] (ICAO: **ZGUH**), is located in Jiuzhou district, near the harbour, and has short plane runway and an helipad. Its place inside Jiuzhou inner district, permits quick transport of injured people from surrounding islands to the city hospitals.



Railway

Zhuhai Railway Station is located at the western end of Gongbei Port of Entry and Portas do Cerco at the border of Zhuhai and Macau. There are frequent high speed trains to Guangzhou.

Sea

An attractive and clean environment and good deep-port condition are advantages of Zhuhai. Endowed by a long coastline, Zhuhai is the only city on the western Pearl River Delta with natural deep-water ports.

Zhuhai has two international seaports: Jiuzhou (九州港) and Gaolan (高欄港). Gaolan Port is one of the leading ports in Guangdong province, while Jiuzhou Port focuses on heavy passenger sea transport.

Chu Kong Passenger Transport operates a ferry service between Zhuhai's Jiuzhou Port, Hong Kong and Shekou (蛇口,) which is the Shenzhen ferry port. A service between Jiuzhou Port and Hong Kong International Airport for air passengers using the airport began on 10 July 2007.



Gongbei Port



Zhuhai Railway Station

Road

At present, there is an expressway linking Zhuhai and Foshan. Heavy traffic between Zhuhai and Macau has led to the construction of a new cross-border corridor, the Lotus Bridge, built in November 1999 to divert traffic away from the congested Gongbei Port of Entry (Portas do Cerco). As part of the Pearl River Delta integration, a Hong Kong-Zhuhai-Macau Bridge is projected.

Tourism

Zhuhai's attractive environment and surrounding landscapes help its reputation within China as a garden city and its quality of life. In 2002, the city attracted 1.3 million international tourists and 3.64 million domestic tourists. Following Guangzhou and Shenzhen in Guangdong province, Zhuhai has the largest amount of foreign tourism, which amounted to billion in 2002.

Zhuhai hosts the China International Aviation & Aerospace Exhibition biannually in November. It is the largest Air Show in China and a huge tourist attraction.

Realizing the substantial benefits brought by tourism, the local government is constantly improving the existing tourist spots and exploring new tourist resources. The local government is developing new tourist spots such as Hengqin (橫琴島), Dong'ao (東澳), Hebao (荷包), Qi'ao (淇澳島) and Yeli (野狸).



Picturesque fishing harbor Xiangzhou, with the forested Yeli Island in the background

New Yuan Ming Palace

- The **New Yuan Ming Palace** (圓明新園) is a park of 1.39 square kilometres (0.54 square miles), including an 80,000 m² (861,113 sq ft) lake. It features a partial reconstruction of the Old Summer Palace in Beijing, destroyed in 1860 by French and British troops during the second Opium War, which was never rebuilt on its original site.^[7]



The New Yuan Ming Palace in Zhuhai



The New Yuan Ming Palace in Zhuhai



The New Yuan Ming Palace in Zhuhai



The New Yuan Ming Palace in Zhuhai

Coast of Xianglu Bay—Fisher Girl Statue

Coast of Xianglu Bay is the 'symbol' of Zhuhai. It has a good view of Zhuhai (Pearl River) Delta with brownish water, rocks, beach, fishing people. The famous landmark of the city – Fisher Girl Statue is standing elegantly at Xianglu Bay, the statue drapes a fishnet and holds a pearl high in the air with both hands up to the sky. It symbolizes a vigorous and lively Zhuhai welcoming visitors from all over the world.^[8]

Education

Strategic development

Developing a university park is Zhuhai's strategy to strengthen its high-tech and IT industries. Compared with Beijing and Shanghai, Zhuhai and other cities in Guangdong province face a serious shortage of talent and professionals, making this goal difficult. The local government is taking major initiatives to set up a university park with an area of 20 square kilometres (8 square miles), the only one in the western Pearl River Delta.

Colleges and universities

- Zhuhai Campus of Jinan University
- Beijing Normal University, Zhuhai Campus
- Beijing Institute of Technology, Zhuhai
- Sun Yat-Sen University, Zhuhai Campus
- Zhuhai College of Jilin University
- United International College

A number of other colleges and universities are also located in or near Zhuhai. Beijing Normal University Zhuhai Campus was created as a new model university in China. Besides its high quality of education, it is more international than general universities in China. Many students here prepare to go abroad to finish their junior and senior years.

Sports facilities

Zhuhai is the first city in China to have constructed a motor racing circuit. The Zhuhai International Circuit was built in 1996 and is located at Jinding, near the border to Zhongshan.

ZIC has held the BPR Global GT Endurance Series in 1996, the FIA GT Championship in 1997, 1999, 2004 and 2005. It hosted the championship's 2007 opening round on 24 and 25 March. ZIC had planned to host a round of the Champ Car World Series on 20 May 2007, but agreement was not reached. ZIC held an A1GP race in 2007 for the first time in series' history. ZIC became the first venue in China to host the Intercontinental Le Mans Cup on 7 November 2010 when the 2010 1000 km of Zhuhai was staged.

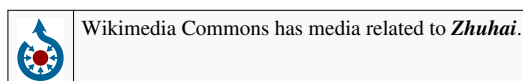
Residential environment

Zhuhai's international accolades include "the Best Model of International Residential Environment Improvement" awarded by the United Nations. Wikipedia:Citation needed

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- [2] Zhuhai High-Tech Industrial Zone (<http://rightsite.asia/en/industrial-zone/zhuhai-national-hi-tech-development-zone/>). RightSite.asia.
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- [7] New Yuanming Palace at (<http://www.travelchinaguide.com/attraction/guangdong/zhuhai/new-yuanming-palace.htm>). Travelchinaguide.com.
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External links



- Government website of Zhuhai (<http://www.zhuhai.gov.cn>) (available in Chinese and English)

Gongbei Port of Entry

The **Gongbei Port** (Chinese: 拱北口岸; pinyin: *Gǒngběi Kǒuàn*) is an immigration and customs checkpoint located in Zhuhai of mainland China, on its border with Macao. It is operated by the Bureau of Exit and Entry Administration of the Ministry of Public Security, and the General Administration of Customs.

It is located in the Gongbei Subdistrict (*jiedao*) in the southeastern part of Zhuhai, and is one of two ports of entry on land between the mainland China and Macau (the other being the Lotus Bridge, connecting Hengqin, Zhuhai in mainland China with Cotai, Macau).

Immigration and customs for travellers exiting mainland China are to the east, while immigration and customs for those entering mainland China are to the west.

There is a large underground shopping mall under the plaza north of the port-of-entry building.

The counterpart in Macau, through which travellers must pass before or after Gongbei is the Portas do Cerco, operated by the Serviço de Migração of the Corpo de Polícia de Segurança Pública, and the Serviços de Alfândega.



The Gongbei Port of Entry viewed from above.



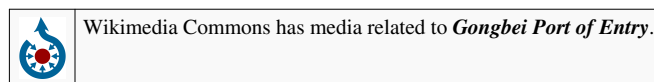
The departure hall at Gongbei.

Transport to the border

Gongbei Bus Station, a coach station, with transport to Guangzhou and other cities in Guangdong and elsewhere in China, is located within walking distance from the border crossing.

Zhuhai Railway Station, with high-speed rail service to Guangzhou South Railway Station, is located beside the border crossing.

External links



- [Gongbei Customs](#) ^[1]

Coordinates: 22°13′07″N 113°32′56″E﻿ / ﻿22.21861°N 113.54889°E﻿ / 22.21861; 113.54889 ^[2]

References

- [1] <http://gongbei.customs.gov.cn/Default.aspx?tabid=8405>
- [2] http://tools.wmflabs.org/geohack/geohack.php?pagename=Gongbei_Port_of_Entry¶ms=22_13_07_N_113_32_56_E_region:CN-62_type:landmark

Kaiping

Taishan

This article is about Taishan city. For other uses, see Taishan (disambiguation).

For uses of Tai Shan, see Tai Shan (disambiguation).

| | |
|---|----------------------------|
| Taishan 台山市 | |
| County-level city | |
| <p>Location of Taishan City (pink) within Jiangmen City (yellow) and Guangdong</p> | |
| <p>Location of the city centre in Guangdong</p> | |
| Coordinates: 22°15′N 112°47′E^[1] Coordinates: 22°15′N 112°47′E^[1] | |
| Country | People's Republic of China |
| Province | Guangdong |
| Prefecture-level city | Jiangmen |
| Time zone | China Standard (UTC+8) |
| Postal code | 529200 - 529267 |
| Area code(s) | 750 |

| Taishan | |
|-----------------------------|------------------------------------|
| Traditional Chinese | 臺山 |
| Simplified Chinese | 台山 |
| Taishanese Jyutping | Hoisan [hòisān] |
| Hanyu Pinyin | Táishān |
| Postal Map | Toishan |
| Transcriptions | |
| Mandarin | |
| Hanyu Pinyin | Táishān |
| Cantonese | |
| Jyutping | toi ⁴ saan ¹ |
| IPA | [tʰɔ̃ːisáːn] |
| other Yue | |
| Taishanese Jyutping | Hoisan [hòisān] |
| Former name: Xinning | |
| Traditional Chinese | 新寧 |
| Simplified Chinese | 新宁 |
| Taishanese Jyutping | Xinnein [ɬĩnsèin] |
| Hanyu Pinyin | Xīnníng |
| Postal Map | Sunning |
| Transcriptions | |
| Mandarin | |
| Hanyu Pinyin | Xīnníng |
| Cantonese | |
| Jyutping | san ¹ ning ⁴ |
| other Yue | |
| Taishanese Jyutping | Xinnein [ɬĩnsèin] |

Taishan (simplified Chinese: 台山; traditional Chinese: 臺山; pinyin: *Táishān*; Jyutping: *toi⁴ saan¹*; Taishanese: *Hoisan* [hòisān]) is a coastal county-level city in southern Guangdong province in the People's Republic of China.

Geography

Taishan is located in the Pearl River Delta, southwest of Jiangmen, to which it administratively belongs, and 140 kilometres west of Hong Kong. It contains 95 islands and islets, including the largest island in Guangdong, Shangchuan Island.

Taishan is one of the Five Counties in Guangdong, previously called Sze Yup which excluded Heshan, and is now part of the Greater Taishan Region.

History

On 12 February 1499 in the 12th year of the reign of the emperor Hongzhi during the Ming Dynasty, Taishan was founded as Xinning County (Chinese: 新宁县) from land in the southwest of Xinhui County. Xinning was romanized as "Sunning" during the late Qing dynasty, as well as "Sinning", "Hsinning", "Hsînnîng" and "Llin-nen".

While emigration had always been a feature of Xinning, a number of natural disaster and the disruption of the First Opium War (1839-42) significantly increased the numbers. The discovery of gold in California drew even more to the California Gold Rush with many sponsored as contract labourers.

The civil war fought, from 1854 to 1867 between the Punti and Hakka people mainly in Xinning, was disastrous for both sides, and pushed even more to emigrate.

The construction of transcontinental railways drew them to the United States and Canada by providing employment,^[2] so that by 1870 there were 63,000 Chinese in the United States, almost all in California.

In 1914, Xinning was renamed Taishan to avoid confusion with the Xinnings of Hunan and Sichuan. Unfortunately it is now confused in English with Mount Taishan in Shandong Province.

Chen Yixi constructed a limited network of railway lines linking various parts of Taishan with Jiangmen, and was one of only three built, owned and run by Chinese during the years prior to the Communist Revolution of 1949. However strategic necessities of the Japanese War forced its removal.^[3]

That war closed in on Taicheng, the capital of Taishan, in March 1941 when Japanese soldiers entered the township and killed nearly 280 people.

On 17 April 1992, Taishan's status was upgraded from county (县) to county-level city (县级市).^[1]

Education

Education enjoys significant support from Overseas Chinese professionals and businessmen. Many secondary schools were built and financed by Chinese living in the Special Administrative Regions, as well as various foreign countries, such as the United States, Canada, and Brazil. To honour their benefactors, these schools often bear their names or the names of their parents.

Peng Quan School (鹏权中学) is a prime example, which was constructed during 1999–2001, and is now integrated into Taishan's public school system. It is situated on the west side of Taicheng, and was built by a Hong Kong businessman.^[4]

There are many middle schools and high schools in Taishan, but no academic universities. Students must study rigorously in order to be accepted at universities located in other cities.

Taishan schools include:

University:

- Taishan Panshi Television University (台山磐石电视大学)

High schools and middle schools:

- Taishan No. 1 High School (台山第一中学)
- Taishan Overseas Chinese Middle School (台山市华侨中学)

- Taishan Peiying Vocational Technical School (台山市培英职业技术学校)
- Taishan Taishi Senior High School (台山市台师高级中学)
- Taishan City Peng Quan School (台山市鹏权中学)
- Taishan Litan Gengkai Memorial Middle School (台山市李谭更开纪念中学)
- Taishan Peizheng School (台山培正中学)
- Taishan Renyuan Middle School (台山市任远中学)
- Taishan Guang Hai School (台山广海中学)
- Taishan Shuibu Middle School (台山市水步中学)
- Taishan Lishufen Memorial Middle School (台山市李树芬纪念中学)
- Taishan Chonglou Middle School (台山冲葵中学)
- Taishan Xueye Junior Middle School (台山市学业初级中学)
- Taishan Xinning Middle School (台山市新宁中学)
- Taishan Yizhong Dajiang Experimental Middle School (台山一中大江实验中学)
- Taishan Najin Middle School (台山市那金中学)
- Taishan Ningyang Middle School (台山宁阳中学)

Administration

Taishan is under the jurisdiction of Jiangmen and is responsible for a 3,286 km² (1,269 sq mi) area comprising 16 townships (镇), which are subdivided into 313 village residential committees (村居委会) and 3,655 natural villages (自然村).

These Towns are:

- Taicheng (台城街道): sub-district and seat of the city but formerly a township.
- Chaojing (潮境): near Baisha in Taishan.
- Baisha (白沙镇).
- Beidou (北陡镇): separated from other townships by Zhenhai Bay (镇海湾).
- Chixi (赤溪镇).
- Dajiang (大江镇).
- Doushan (斗山镇).
- Duhu (都斛镇).
- Guanghai (广海镇).
- Haiyan (海宴镇): site of an Overseas Chinese farm (华侨农场).
- Duanfen (端芬镇).
- Sanhe (三合镇).
- Chuandao (川岛镇): includes Shangchuan and Xiachuan islands, and has been declared an Integrated Open Tourism Experimental Zone (旅游开发综合试验区).
- Shenjing (深井镇).
- Shuibu (水步镇).
- Sijiu (四九镇).
- Wencun (汶村镇).
- Chonglou (冲葵镇).

These "Natural Villages" (自然村) include:

- An Nan Jiang Chao (安南江潮).
- Bi Hou (庇厚).
- Tang Mien Pao.
- Jilong.
- Guanbuli (官步里).

Transportation

Taishan is accessible by bus with a long-distance bus station in Taicheng, and through a port at GongYi on the Tan River which flows into the Pearl River Delta. The ferry service between GongYi and Hong Kong has been discontinued.

Ferry services connect the island of Shangchuan with the mainland, sailing between Sanzhou Harbour (三洲港) on Shangchuan Island and Shanzui Harbor (山咀港) in Chuandao Township. There are also daily ferry services between Sanzhou Harbour and the nearby island of Xiachuan.^{[5][6]}

Language

The main language of Taishan is Taishanese. While most Taishanese today use Mandarin in school or formal occasions, Taishanese is the *de facto* language. Schools require their students to speak Mandarin in the classroom, and teachers are required to lecture in Mandarin.

Taishanese is a language of the Yue Chinese, a large group which includes, but is broader than, the Cantonese spoken in Hong Kong and Guangzhou. Thus Cantonese and Taishanese are related but distinct. Cantonese is also widely known in Taishan, as it serves as the lingua franca of Guangdong Province.

Before the 1980s, Taishanese was the predominant Chinese language spoken throughout North America's Chinatowns.

Demographics

If considering the total Greater Taishan Region or Sze Yap Region, which includes Kaiping, Xinhui, Enping and Taishan, there are about 8 to 9 million Taishanese people worldwide. According to American historian Him Mark Lai, approximately 430,000 or 70% of Chinese Americans in the 1980s were Taishanese according to 1988 data. Currently some 500,000 Chinese Americans claim Taishanese origins.

While Taishan itself has a population of about 1 million, there are around 1.3 million Taishanese people overseas, distributed in 91 countries and regions.^[7] It is estimated that, up to the mid- to late-20th century, over 75% of all overseas Chinese in North America claimed origin in Taishan, so Taishan has been named the "Home of Overseas Chinese."^[8]

Power stations

Electricity for Taishan is generated by the:

- Guohua Taishan Power Station.
- Taishan Nuclear Power Plant.

Climate

| Climate data for Taicheng | | | | | | | | | | | | | |
|---|-------------|-------------|--------------|--------------|---------------|---------------|---------------|---------------|--------------|--------------|-------------|-------------|-----------------|
| Month | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Year |
| Average high °C (°F) | 18 (65) | 18 (64) | 23 (73) | 26 (79) | 29 (85) | 31 (88) | 32 (90) | 32 (90) | 31 (87) | 28 (82) | 24 (76) | 20 (68) | 26 (78.9) |
| Average low °C (°F) | 10 (50) | 11 (52) | 16 (61) | 19 (67) | 23 (73) | 24 (76) | 25 (77) | 24 (76) | 24 (75) | 19 (67) | 16 (61) | 12 (53) | 18.6 (65.7) |
| Precipitation mm (inches) | 43 (1.7) | 69 (2.7) | 175 (6.9) | 173 (6.8) | 287 (11.3) | 302 (11.9) | 483 (19.0) | 462 (18.2) | 218 (8.6) | 135 (5.3) | 48 (1.9) | 15 (0.6) | 2,410 (94.9) |
| <i>Source: Weatherbase</i> ^[9] | | | | | | | | | | | | | |

Claims to fame

Taishan is the birthplace of Chinese volleyball which was introduced by Overseas Chinese. Its teams have won many provincial and national championships.

Taishan and Guangzhou are the birthplaces of Guangdong music.

One quarter of the “Flying Tigers” came from Taishan. This “legendary” group of American airmen fought the Japanese prior to the United States entering the Second World War.

Taishan hosts Jiangmen Star Park which has produced more international Chinese celebrities than any other region or city in China.

Parts of the movie *Let the Bullets Fly* were filmed in Taishan in 2010.^{[10][11]}

Notable people

- Adrienne Clarkson: Broadcast journalist and Governor General of Canada (1999–2005).
- Alan Chin: American contemporary artist.
- Anna May Wong: International movie star.
- Annie Wu Suk-ching: Founder of Beijing Air Catering Ltd. and member of the Standing Committee of the National Committee of Chinese People's Political Consultative Conference.
- Anthony Wong: Award-winning British Hong Kong actor, screenwriter and film director.
- Arthur Chin: Kuomintang fighter pilot and flying ace.
- Bill Lann Lee: U.S. Assistant Attorney General for Civil Rights in the Clinton Administration.
- Chen Yunchang: Actress considered to be the third "Queen of Chinese Cinema".
- Chin Foin: American restaurateur and importer in Chicago.
- Chin Siu Dek: Grandmaster of Kung Fu San Soo.
- Danny Chan: Hong Kong singer.
- Donnie Yen: Hong Kong Chinese martial artist, actor, director, fight choreographer and producer.
- Ed Lee: Mayor of San Francisco.
- Evan Low: Mayor of Campbell, California.
- Flora Chan: Hong Kong actress and singer.
- Gary Locke: Governor of Washington State (1996–2006), U.S. Secretary of Commerce (2009–2011) and U.S. Ambassador to China (2011–2014).
- Gin Foon Mark: Master of the Southern Praying Mantis Gung Fu school.
- Gordon Lam: Hong Kong actor.
- Hiram Fong: U.S. Senator from Hawaii (1959–1977).
- Hu Die: Actress considered to be the first "Queen of Chinese Cinema".
- Inky Mark: Canadian politician, mayor of Dauphin (1994–1997) and Member of Parliament (1997–2004).

- Jack Yan: Magazine publisher in New Zealand.
- James Hong: American actor with over 500 television, film and video game credits, and former civil engineer.
- James Tak Wu: Founder of Maxim's Catering Limited, Hong Kong's largest food and beverage corporation and restaurant chain.
- James Wong Howe: American cinematographer.
- John Tsang: Financial Secretary of Hong Kong.
- Julian Mardock: U.S. Air Force pilot, surgeon and author.
- Julius Chan: Prime Minister of Papua New Guinea (1980-1982, 1994-1997, 1997).
- Ken Hom: American chef, author and television-show presenter.
- Kylie Kwong: Australian chef, restaurateur, author and television-show presenter.
- Leland Wong: American photographer and artist.
- Leland Yee: California State Senator and accused arms dealer.
- Li Enliang: Chinese civil engineer and educator.
- Margaret Chin: American politician on the New York City Council representing Chinatown.
- Matt Fong: Treasurer of the State of California (1995-1999).
- Mel Chin: American contemporary conceptual artist.
- Myolie Wu: Hong Kong actress and singer.
- Norman Kwong: championship-winning Canadian football player (1948, 1954, 1955, 1956) and Lieutenant-Governor of Alberta (2005-2010).
- Patrick Soon-Shiong: Surgeon, billionaire and inventor of protein nanoparticle technology.
- Patrick Yu: Hong Kong lawyer, Crown Counsel and founder of its first law school.
- Wong Koon Chung: Lead guitarist for Beyond.
- Raymond "Shrimp Boy" Chow: Mobster and Dragon Head of the San Francisco *Chinese Freemasons*.
- Shawn Yue: Hong Kong actor and singer.
- Tony Leung: Hong Kong actor.
- Tyrus Wong: American painter, muralist, ceramicist, lithographer, designer and kite maker.
- William Poi Lee: American author of *The Eighth Promise*.
- Wong Ka Keung: Bassist for Beyond.
- Wong Ka Kui: Lead singer of Beyond.
- Wong Kim Ark: Defendant in *United States v. Wong Kim Ark* - 169 U.S. 649 (1898).
- Wu Lien-teh: Nominee for the Nobel prize in physiology or medicine
- Yip Sai Wing: Drummer for Beyond.

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- [2] Mutze. "Remembering origins from Taishan, China" DailyQi. 2008-11-03 (<http://dailyqi.com/?p=233>)
- [3] *Chinese Emigration, the Sunning Railway and the Development of Toisan* by Lucie Cheng and Liu Yuzun with Zheng Dehua, **Amerasia** 9(1): 59-74, 1982.
- [4] [tspqz.com](http://www.tspqz.com/) (<http://www.tspqz.com/>)
- [5] Shanzui-Shangchuan ferry schedule for 2007 (<http://www.shangchuan.cn/guide/time.asp>)
- [6] Transportation information for Shangchuan Island (<http://www.shangchuan.cn/guide/traffic.asp>)
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- [10] Kaiping Location of "Let the Bullets Fly" (<http://english.cri.cn/6566/2010/12/03/1881s608371.htm>), CRI English.com, 3 December 2010
- [11] Travel Around Taishan (<http://news.cntv.cn/program/zoubianzhongguo/20110325/109030.shtml>), CNTV, March 2011

External links




Wikimedia Commons has media related to *Taishan*.

- China Taishan Web (<http://english.taishan.com/>)
- Taishan City Government (<http://www.tsinfo.com.cn/en/index.htm>)
- Chinese Genealogy (<http://www.legacy1.net/index.html>)
- Map of Taishan (<http://www.taishan.com/english/towns/taishan.jpg>)
- Hoisanese to English Dictionary (<http://asianworld.pftq.com>)
- Taishan Culture & Loisirs (Association of the Taishan expatriate community) (<http://www.sitego.fr/taishan-culture-et-loisirs/>)

Kaiping

This article is about the city in Guangdong. For the district of Tangshan, Hebei, see Kaiping District. For the ancient city in Inner Mongolia, see Shangdu.

| |
|---|
| <p>Kaiping 开平市</p> |
| <p>County-level city</p> |
|  |
| <p>Street in Chikan Town</p> |
|  |
| <p>Location of Kaiping City (pink) in Jiangmen City (yellow), Guangdong province, and the PRC</p> |

| | |
|--|---|
|  <p>Location of the city centre in Guangdong</p> | |
| Coordinates: 22°22′N 112°41′E ^[1] Coordinates: 22°22′N 112°41′E ^[1] | |
| Country | People's Republic of China |
| Province | Guangdong |
| Prefecture-level city | Jiangmen |
| County seat | Changsha Subdistrict (长沙街道) |
| Area | |
| • Total | 1,659 km ² (641 sq mi) |
| Population (2003) | |
| • Total | 680,000 |
| • Density | 410/km ² (1,100/sq mi) |
| Time zone | China Standard (UTC+8) |
| Postal code | 529300 |
| Area code(s) | 0750 |
| Website | www.kaiping.gov.cn ^[2] |

| Kaiping | |
|----------------------------|--------------------------------|
| Traditional Chinese | 開平 |
| Simplified Chinese | 开平 |
| Taishanese Jyutping | Hoi3 Pen6 (Kaiping dialect) |
| Hanyu Pinyin | Kāipíng |
| Postal Map | Hoiping |

| Transcriptions | |
|---------------------|------------------------------------|
| Mandarin | |
| Hanyu Pinyin | Kāipíng |
| Cantonese | |
| Jyutping | hoi ¹ ping ⁴ |
| other Yue | |
| Taishanese Jyutping | Hoi3 Pen6 (Kaiping dialect) |

Kaiping (Chinese: 开平) is a county-level city in Guangdong province, People's Republic of China. It is located in the Pearl River Delta and is part of the Greater Jiangmen Region, the ancestral homeland of many overseas Chinese. It has a population of 680,000 as of 2003 and an area of 1,659 square kilometres (641 sq mi). The locals speak a variant of the Taishan dialect. Kaiping is one of the homeland of overseas Chinese of Taishanese people and Chinese Americans.

Administration

Administratively, Kaiping City is under the jurisdiction of Jiangmen. It was set up as a city in 1993.

Geography

Kaiping City is located 140 kilometres (87 mi) away from Guangzhou, in the southwestern part of the Pearl River Delta. Kaiping consists of three port cities: Changsha, Xinchang, and Dihai.

Sights



Ruishi Diaolou

and houses

- Li Garden ^[3], in Beiyi Xiang, was constructed in 1936 by Mr. Xie Weili, a Chinese emigrant to the United States.
- Fangshi Denglou - Built in 1920 after contributions from villagers, this *denglou* is five storeys high. It is referred to as the "Light Tower" because it had an enormous searchlight as bright as the beam of a lighthouse.
- Bianchouzhu Lou (The Leaning Tower), located in Nanxing Village was constructed in 1903. It has seven floors.
- The "Southern Diaolou" located on the riverbank, which was known for seven local soldiers by the surname 司徒 who defended it from the Japanese.

Miscellaneous

Kaiping has been twinned with Mesa, Arizona, United States, since October 18, 1993.

Kaiping was a major source of emigrants at the turn of the 20th century. As a result, a large number of early Chinese Canadian and Chinese American communities had people who originated from Kaiping and its neighboring counties of Taishan, Enping and Xinhui. It is said that there are more Kaipingnese people living abroad today than there are Kaipingnese in Kaiping.

In 1973, various people originated from Kaiping (Hoi Ping) started Hoi Ping Chamber of Commerce Secondary School in Hong Kong.

The *Kaiping Diaolou* (碉樓) are fortified multi-storey towers which were constructed in the Kaiping area from the early Qing Dynasty, reaching a peak in the 1920s and 1930s, when there were more than three thousand of these structures. Today, approximately 1,800 *diaolou* are still standing. The *diaolou* served two purposes: housing and protecting against forays by bandits. The Kaiping *diaolou* and villages were added to the list of UNESCO World Heritage Sites in 2007.

Kaiping has traditionally been a region of major emigration abroad, and a melting pot of ideas and trends brought back by overseas Chinese made good. As a consequence, several watchtowers incorporate architectural features from China and the West.

Examples include:

- Ruishi Diaolou, located behind Jinjiangli Village, Lianggang Township. Constructed in 1921, it has nine floors and is the highest *diaolou* at Kaiping. It features a Byzantine style roof and a Roman dome.
- The *diaolou* cluster spread across the three villages of Anhe li, He'an li and Yong'an li has 15 *diaolou*

References

- [1] [http://tools.wmflabs.org/geohack/geohack.php?pagename=Kaiping¶ms=22_22_N_112_41_E_type:city\(680000\)_region:CN-44](http://tools.wmflabs.org/geohack/geohack.php?pagename=Kaiping¶ms=22_22_N_112_41_E_type:city(680000)_region:CN-44)
- [2] <http://www.kaiping.gov.cn/>
- [3] <http://www.kplyuan.com/>

External links




Wikimedia Commons has media related to ***Kaiping***.

- Kaiping government website (<http://www.kaiping.gov.cn/>)
- Information about the diaolou (<http://www.icm.gov.mo/exhibition/tc/kpintroE.asp>)

Kaiping Diaolou

UNESCO World Heritage Site

| Kaiping Diaolou and Villages | |
|---|---------------------|
| Name as inscribed on the World Heritage List [1] | |
|  | |
| Ruishi Diaolou 瑞石樓 | |
| Type | Cultural |
| Criteria | ii, iii, iv |
| Reference | 1112 [2] |
| UNESCO region [3] | Asia-Pacific |
| Inscription history | |
| Inscription | 2007 (31st Session) |

The **Kaiping Diaolou** (simplified Chinese: 开平碉楼; traditional Chinese: 開平碉樓; pinyin: *kāipíngdiāolóu*, watchtowers) are fortified multi-storey towers, generally made of reinforced concrete. These towers are located mainly in Kaiping County, Guangdong province, China. Kaiping together with its neighbouring counties of Enping, Taishan and Xinhui are collectively known as *Siyi*, which literally means the "Four Counties" from which many Chinese labourers to North America, Australia, and Southeast Asia originated.

The first towers were built during the early Qing Dynasty, reaching a peak in the 1920s and 1930s, when there were more than three thousand of these structures. Today, approximately 1,833 diaolou remain standing in Kaiping, and approximately 500 in Taishan. Although the diaolou served mainly as protection against forays by bandits, a few of them also served as living quarters.

Kaiping has traditionally been a region of major emigration abroad, and a melting pot of ideas and trends brought back by overseas Chinese. As a result, many diaolou incorporate architectural features from China and from the West.

In 2007, UNESCO named the *Kaiping Diaolou and Villages* (开平碉楼与村落) in China as a World Heritage Site. UNESCO wrote, "...the Diaolou ... display a complex and flamboyant fusion of Chinese and Western structural and decorative forms. They reflect the significant role of émigré Kaiping people in the development of several countries in South Asia, Australasia, and North America, during the late 19th and early 20th centuries, and the close links between overseas Kaiping and their ancestral homes. The property inscribed here consists of four groups of Diaolou, totaling some 1,800 tower houses in their village settings."

Examples



Ruishi Diaolou, located behind Jinjiangli Village, Xianggang Township. Constructed in 1921, it has nine floors and is the highest diaolou at Kaiping. It features a Byzantine style roof and a Roman dome.

The **Majianglong** diaolou cluster spread across the villages of **Nan'an Li**, **Hedong Li**, Qinglin Li, Longjiang Li and Yong'an Li ^[4].

Li Garden, in Beiyi Xiang, was constructed in 1936 by Mr. Xie Weili, a Chinese emigrant to the United States.

Fangshi Denglou - Built in 1920 after contributions from villagers, this denglou is five stories high. It is referred to as the "Light Tower" because it had an

enormous searchlight with a brightness much like that of the beam of a lighthouse.

Bianchouzhu Lou (The Leaning Tower), located in Nanxing Village was constructed in 1903. It has seven floors and overlooks a pond.

Tianlu Lou (Tower of Heavenly Success), located in **Yong'an li** ^[5], was built in 1922 and is seven storeys tall plus a roof top floor.

External links



Wikimedia Commons has media related to ***Diaolou***.

- A Hoyping (Kaiping) descendant visits his ancestral village and its diaolou ^[5]
- A personal diaolou slideshow movie ^[6]
- Diaolous or Gold Mountain Houses in the Wuyi Region ^[7]
- Information about the diaolou ^[8]
- Kaiping Diaolou and Villages - UNESCO World Heritage Centre ^[2]
- Kaiping photo collection of diaolou ^[9]

Coordinates: 22.286°N 112.566°E^[10]



References

- [1] <http://whc.unesco.org/en/list>
- [2] <http://whc.unesco.org/en/list/1112>
- [3] http://whc.unesco.org/en/list/?search=&search_by_country=&type=&media=®ion=&order=region
- [4] <http://www.gerasian.ca/roots3.html>
- [5] <http://www.gerasian.ca/diaolou.html>
- [6] <http://youtube.com/watch?v=FNfx-0yTkKA>
- [7] <http://www.apex.net.au/~jgk/taishan/diaolou.html>
- [8] <http://www.icm.gov.mo/exhibition/tc/kpintroE.asp>
- [9] <http://www.flickr.com/photos/olaer/sets/72157603831003654/>
- [10] http://tools.wmflabs.org/geohack/geohack.php?pagename=Kaiping_Diaolou¶ms=22.286_N_112.566_E_source:eswiki

Guangzhou

Guangzhou

For other uses, see Guangzhou (disambiguation).

| | |
|---|----------------------------|
| Guangzhou 广州市 | |
| Sub-provincial city | |
|  | |
| <p>From top: Tianhe CBD, the Canton Tower & Chigang Pagoda, Haizhu Bridge, Sun Yat-sen Memorial Hall, Statue of Five Goats, Zhenhai Tower in Yuexiu Park, and Sacred Heart Cathedral.</p> | |
|  | |
| <p>Location of Guangzhou in Guangdong</p> | |
|  | |
| <p>Location in China</p> | |
| Coordinates: 23°08′N 113°16′E^[1] Coordinates: 23°08′N 113°16′E^[1] | |
| Country | People's Republic of China |
| Province | Guangdong |
| Government | |

| | |
|-------------------------------|--|
| • Type | Sub-provincial city |
| • Mayor | Chen Jianhua |
| Area | |
| • Sub-provincial city | 7,434 km ² (2,870 sq mi) |
| • Urban | 3,843 km ² (1,484 sq mi) |
| Elevation | 21 m (68 ft) |
| Population (2013) | |
| • Sub-provincial city | 14,000,000 |
| • Density | 1,883/km ² (4,877/sq mi) |
| • Urban | 11,070,654 |
| Demonym | Guangzhouese Cantonese |
| Time zone | China standard time (UTC+8) |
| Postal code | 510000 |
| Area code(s) | +86 (0)20 |
| GDP | 2013 |
| - Total | CN¥1,524 billion (US\$248.61 billion) |
| - Per capita | CN¥120,515 (US\$19,459) |
| - Growth | ▲ 12.5% |
| Licence plate prefixes | 粵A |
| Flower | Bombax ceiba |
| Bird | Chinese Hwamei |
| Website | english.gz.gov.cn ^[2] |





Bombax ceiba, the city flower of Guangzhou City

| | |
|----------------------------|--|
| Traditional Chinese | 廣州 |
| Simplified Chinese | 广州 |
| Cantonese Jyutping | Gwong ² zau ¹ |
| Cantonese Yale | Gwóngjàu |
| Hanyu Pinyin | Guǎngzhōu |
| Postal Map | Canton |
| Literal meaning | Wide State or Capital of Guangfu |
| Transcriptions | |
| Hakka | |
| Romanization | Kóng-chû |
| Mandarin | |
| Hanyu Pinyin | Guǎngzhōu |
| Wade–Giles | Kuang ³ -chou ¹ 🔊 [Listen] Wikipedia:Media helpFile:zh-Guangzhou.ogg |
| IPA | Mandarin pronunciation: [kwɑ̃ŋʈ͡ʂóʊ] |
| Min | |
| Hokkien POJ | Kńg-chiu |
| Wu | |
| Romanization | kuaon tseu |
| Cantonese | |
| Jyutping | Gwong ² zau ¹ |
| IPA | Cantonese pronunciation: [kʷɔ̃˥˥.ŋtsɛ̃u] |
| Yale Romanization | Gwóngjàu |

Guangzhou (Chinese: 广州, literally "wide state") (former common romanisation: **Canton**; less-commonly known as **Kwangchow**)^[3] is the capital and largest city of Guangdong province, People's Republic of China. Located on the Pearl River, about 120 km (75 mi) north-northwest of Hong Kong and north-northeast of Macau, Guangzhou is a key national transportation hub and trading port. One of the five National Central Cities, it holds sub-provincial administrative status.

Guangzhou is the third largest Chinese city and southern China's largest city. As of the 2010 census, the city's administrative area had a population of 12.78 million, making itself the most populous city in South China. Some estimates place the population of the entire Pearl River Delta Mega City built up area as high as 40 million including Shenzhen (*10.36 million*), Dongguan (*8.22 million*) and most parts of Foshan (*7.19 million*), Jiangmen (*4.45 million*), Zhongshan (*3.12 million*) and a small part of Huizhou adjoining Dongguan and Shenzhen, with an area of about 20,000 square kilometres (7,700 sq mi). In 2008 Guangzhou was identified as a Beta World City by the global city index produced by the GaWC, the Globalization and World Cities Research Network.

History

See also: Timeline of Guangzhou history

Early history

Guangzhou's earliest recorded name is Panyu (Chinese: 番禺; Jyutping: *Pun¹ Jyu⁴*), derived from two nearby mountains known as Pan and Yu in ancient times.^[4] Its recorded history begins with China's conquest of the area during the Qin dynasty. Panyu expanded when it became capital of the Nanyue Kingdom in 206 BC; the territory of the Nanyue Kingdom included what is now Vietnam.

The Han dynasty annexed the Nanyue Kingdom in 111 BC during the empire's expansion southward, and Panyu became a provincial capital and remains so today. In 226 AD, Panyu became the seat of Guang Prefecture (廣州; Guangzhou / 廣府; Guangfu). While originally referring to the prefecture alone, local citizens gradually adopted the custom of using the same name for their city. Wikipedia:Citation needed

Although Guangzhou replaced Panyu as the name of the walled city, Panyu was still the name of the surrounding area until the end of Qing dynasty. Wikipedia:Citation needed Today, Panyu is a district of Guangzhou south of Haizhu District separated from the rest of the city by the Pearl River.

The Old Book of Tang (Chinese: 唐书) described Guangzhou as important port in the south of China.^[5] In that period, direct routes connected the Middle East and China. A Chinese prisoner, who was captured in the Battle of Talas and stayed in Iraq for twelve years, returned to China by ship on a direct route from Iraq to Guangzhou.^[6] Guangzhou was mentioned by various Muslim geographers in the ninth and tenth centuries, such as Al-Masudi and Ibn Khordadbeh.^[7] According to a local Guangzhou government report, the city was sacked by Mohammedans on October 30, 758 (corresponding to the day of *Guisi* (癸巳) of the ninth lunar month in the first year of the *Qianyuan* era of Emperor Suzong of the Tang dynasty).^[8] The Arab historian Abu Zayd as-Sirafi mentioned Guangzhou several times in his book *The Journey of as-Sirafi* (Arabic: رحلة السيرافي), providing a description of daily life, food, business dealings, and the justice system of the city. As-Sirafi also reports that in 878 followers of the Chinese rebel leader Huang Chao besieged Guangzhou and massacred a large number of foreign merchants residing there. The foreign merchants were Arab Muslims, Persians, Jews and Christians^[9]

During the Five Dynasties and Ten Kingdoms Period, Guangzhou was the capital of the Southern Han state which existed from 917 to 971, and was one of the most stable of the southern states. The region enjoyed considerable cultural and economic success in this period.

From the tenth to twelfth century, Persian women were to be found in Guangzhou. Multiple women originating from the Persian Gulf lived in Guangzhou's foreign quarter. Some scholars did not differentiate between Persian and Arab, calling them both "Da Yi" (Chinese: 大食; pinyin: *Dà Yì*), and some say that the Chinese called all women coming from the Persian Gulf "Persian Women".

The Muslim Moroccan Traveler Ibn Battuta visited Guangzhou in the 14th century in his journey around the World. He described the manufacturing process of large ships in the city.

During the Northern Song dynasty, the celebrated poet Su Shi (Shisu) visited Guangzhou's Baozhuangyan Temple and wrote the inscription "Liu Rong" (Six Banyan Trees) because of the six banyan trees he saw there. It has since

been called the Temple of the 6 Banyan Trees.

The Portuguese were the first Europeans to arrive in Guangzhou by sea in 1514, establishing a monopoly on the external trade out of its harbour by 1517.^[10] They were later expelled from their settlements in Guangzhou (*Cantão* in Portuguese), but instead were granted use of Macau as a trade base with the city in 1557. They would keep a near monopoly on foreign trade in the region until the arrival of the Dutch in the early 17th century.

17th through 19th centuries

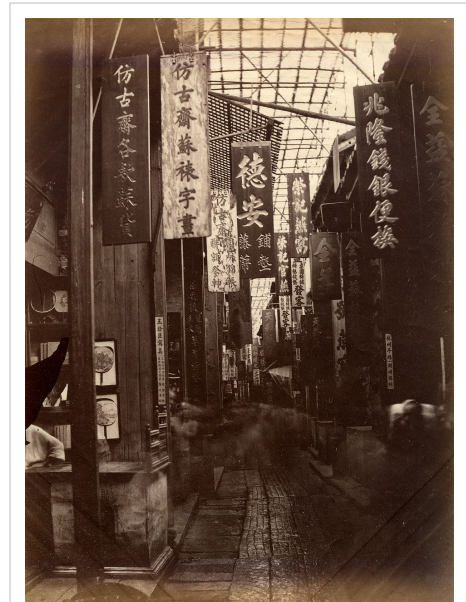
It is believed that the romanisation "Canton" originated from the *Portuguese: Cantão*, which was transcribed from Guangdong. Nevertheless, because at the time of the Portuguese arrival, the capital city had no specific appellation other than *the provincial capital* (Chinese: 省城; pinyin: *shěng chéng*; Jyutping: *Shaang² Sheng⁴*) by its people, the province name was adopted for the walled city by the Europeans. The etymology of Canton, as well as the similar pronunciation with the province name Guangdong might have partly contributed to the recent confusion of Canton and Guangdong by certain English speakers.

In Guangzhou, the national monuments known as "The Muslim's Loyal Trio" are the tombs of Ming loyalist Muslims who were martyred while fighting in battle against the Qing in Guangzhou.^[11]

After China gained control of Taiwan in 1683, the Qing government became more open to foreign trade. Guangzhou quickly emerged as one of the most suitable ports for international trade and before long ships arrived from all over the world.

The Portuguese in Macau, the Spanish in Manila, Arabs from the Middle East and Muslims from India were already actively trading in the port by the 1690s, when the French and English began frequenting the port through the Canton System.

Other companies were soon to follow: the Ostend General India company in 1717; Dutch East India Company in 1729; the first Danish ship in 1731, which was followed by a Danish Asiatic Company ship in 1734; the Swedish East India Company in 1732; followed by an occasional Prussian and Trieste Company ship; the Americans in 1784; and the first ships from Australia in 1788.



Street view of Canton (Guangzhou)



Portrait of Eshing by Spoilum

By the middle of the 18th century, Guangzhou had emerged as one of the world's great trading ports under the Thirteen Factories, which was a distinction it maintained until the outbreak of the First Opium War in 1839 and the opening of other ports in China in 1842. The privilege during this period made Guangzhou one of the top 3 cities in the world. During the war, the British captured Canton on March 18, 1841. The Second Battle of Canton was fought in May 1841.

From 1855 to 1867 there were a series of battles between the Punti and Hakka peoples known as the Punti-Hakka Clan Wars (土客械鬥).

The plague epidemic – part of the Third Pandemic – reached Guangzhou in 1894, causing the death of 60,000 people in a few weeks. In 1918, the city's urban council was established and Guangzhou (Chinese: 廣州; Jyutping: *Gwong² zau¹*) became the official name of the city in Chinese. Wikipedia:Citation needed Panyu became a country's name to the southern side of Guangzhou.



Shop of Tingqua, the painter (1855)

1930–present

Japanese troops occupied Guangzhou from 21 October 1938, to 16 September 1945, after bombing the city. The Imperial Japanese Army conducted bacteriological research in Guangzhou under Unit 8604, a section of Unit 731, where Japanese doctors experimented on human prisoners.

After the fall of the capital Nanjing in April 1949, the Nationalist government under the acting president Li Zongren relocated to Guangzhou.

Communist forces entered the city on 14 October 1949. The Nationalists blew up the Haizhu Bridge, an important passage across the Pearl River, in order to slow the Communist advance and allow the government to flee to Chongqing. The communist government soon renamed the city's English name to "Guangzhou". A massive exodus followed as many fled to nearby Hong Kong and Macau, and the provincial capital's international status dwindled. Wikipedia:Citation needed The urban renewal projects of the new communist government improved the lives of some residents. Wikipedia:Citation needed New housing on the shores of the Pearl River provided homes for the poor boat people. Reforms by Deng Xiaoping, who came to power in the late 1970s, led to rapid economic growth due to the city's close proximity to Hong Kong and access to the Pearl River.

As labour costs increased in Hong Kong and China liberalized its economy, manufacturers opened new plants in Guangdong, including Guangzhou. As the largest city in one of China's wealthiest provinces, Guangzhou attracts farmers from the countryside looking for factory work. Cantonese links to overseas Chinese and beneficial tax reforms in the 1990s contributed to the city's rapid growth.

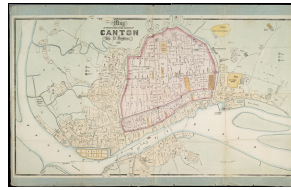
In 2000, Huadu and Panyu were merged into Guangzhou as districts, and Conghua and Zengcheng became county-level cities of Guangzhou.



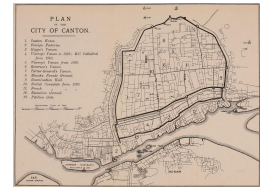
The Thirteen Factories, c.
1820



Street view of
Canton
(Guangzhou in
1860s)



The map of Guangzhou in 1860



Plan of Canton (published
1910)



Street scene in Canton, 1919

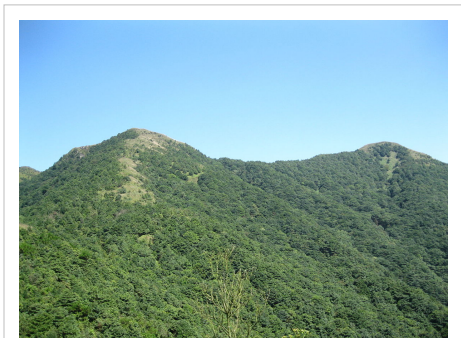


Canton, 1937

Geography

Located in the south-central portion of Guangdong, Guangzhou spans from 112° 57' to 114° 03' E longitude and 22° 26' to 23° 56' N latitude. The city is part of the Pearl River Delta and the city centre is situated next to the Baiyun Mountain, which is locally referred to as "the lung of the city" (市肺). The total area under the city's administration is 7,434.4 square kilometres (2,870.4 sq mi).

The elevation of the prefecture generally increases from southwest to northeast, with mountains forming the backbone of the city, and the ocean comprising the front. Tiantang Peak (天堂顶, meaning Peak of Paradise in Chinese), which stands 1,210 m (3,970 ft) above sea level, is the highest mountain in Guangzhou.



Tiantang Peak, highest mountain in Guangzhou

Climate

Located just south of the Tropic of Cancer, Guangzhou has a humid subtropical climate (Köppen *Cfa*) influenced by the East Asian monsoon. Summers are wet with high temperatures, high humidity, and a high heat index. Winters are mild and comparatively dry. Guangzhou has a lengthy monsoon season, spanning from April through September. Monthly averages range from 13.6 °C (56.5 °F) in January to 28.6 °C (83.5 °F) in July, while the annual mean is 22.6 °C (72.7 °F), the relative humidity is approximately 68 percent, whereas annual rainfall in the metropolitan area is over 1,700 mm (67 in). With monthly percent possible sunshine ranging from 17 percent in March and April to 52 percent in November, the city receives 1,628 hours of bright sunshine annually, considerably less than nearby Shenzhen and Hong Kong. Extreme temperatures have ranged from 0 °C (32 °F) to 39.1 °C (102 °F). The last recorded snowfall in the city was in January 1893. Wikipedia:Citation needed

| Climate data for Guangzhou (normals 1971–2000, extremes 1961–2000) | | | | | | | | | | | | | |
|--|----------------|-----------------|-----------------|------------------|-------------------|-------------------|------------------|------------------|------------------|-----------------|-----------------|-----------------|--------------------|
| Month | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Year |
| Record high °C (°F) | 27.2 (81) | 28.6 (83.5) | 32.1 (89.8) | 32.4 (90.3) | 36.2 (97.2) | 36.6 (97.9) | 39.1 (102.4) | 38.0 (100.4) | 37.6 (99.7) | 34.8 (94.6) | 32.5 (90.5) | 29.6 (85.3) | 39.1 (102.4) |
| Average high °C (°F) | 18.3 (64.9) | 18.5 (65.3) | 21.6 (70.9) | 25.7 (78.3) | 29.3 (84.7) | 31.5 (88.7) | 32.8 (91) | 32.7 (90.9) | 31.5 (88.7) | 28.8 (83.8) | 24.5 (76.1) | 20.6 (69.1) | 26.3 (79.4) |
| Average low °C (°F) | 10.3 (50.5) | 11.7 (53.1) | 15.2 (59.4) | 19.5 (67.1) | 22.7 (72.9) | 24.8 (76.6) | 25.5 (77.9) | 25.4 (77.7) | 24.0 (75.2) | 20.8 (69.4) | 15.9 (60.6) | 11.5 (52.7) | 18.9 (66.1) |
| Record low °C (°F) | 0.1 (32.2) | 1.3 (34.3) | 3.2 (37.8) | 7.7 (45.9) | 14.6 (58.3) | 18.8 (65.8) | 21.6 (70.9) | 20.9 (69.6) | 15.5 (59.9) | 9.5 (49.1) | 4.9 (40.8) | 0.0 (32) | 0.0 (32) |
| Rainfall mm (inches) | 40.9 (1.61) | 69.4 (2.732) | 84.7 (3.335) | 201.2 (7.921) | 283.7 (11.169) | 276.2 (10.874) | 232.5 (9.154) | 227.0 (8.937) | 166.2 (6.543) | 87.3 (3.437) | 35.4 (1.394) | 31.6 (1.244) | 1,736.1 (68.35) |
| Avg. rainy days (≥ 0.1 mm) | 7.5 | 11.2 | 15.0 | 16.3 | 18.3 | 18.2 | 15.9 | 16.8 | 12.5 | 7.1 | 5.5 | 4.9 | 149.2 |
| % humidity | 72 | 78 | 82 | 84 | 84 | 84 | 82 | 82 | 78 | 72 | 66 | 66 | 77.5 |
| Mean monthly sunshine hours | 118.5 | 71.6 | 62.4 | 65.1 | 104.0 | 140.2 | 202.0 | 173.5 | 170.2 | 181.8 | 172.7 | 166.0 | 1,628 |
| Percent possible sunshine | 35 | 22 | 17 | 17 | 26 | 35 | 49 | 43 | 46 | 51 | 52 | 50 | 36.9 |

Source: China Meteorological Administration, all-time extreme temperature

Administrative divisions

Main article: List of administrative divisions of Guangzhou

| Historical population | | |
|-----------------------|------------|--------|
| Year | Pop. | ±% |
| 1953 | 1,598,900 | — |
| 1964 | 3,031,486 | +89.6% |
| 1982 | 5,630,733 | +85.7% |
| 1990 | 6,299,943 | +11.9% |
| 1995 | 8,117,100 | +28.8% |
| 2000 | 9,942,022 | +22.5% |
| 2002 | 10,106,229 | +1.7% |
| 2005 | 9,496,800 | −6.0% |
| 2006 | 9,966,600 | +4.9% |
| 2007 | 10,530,100 | +5.7% |
| 2008 | 11,153,400 | +5.9% |
| 2009 | 11,869,700 | +6.4% |
| 2010 | 12,709,600 | +7.1% |

| | | |
|---|------------|-------|
| 2011 | 12,751,400 | +0.3% |
| Population size may be affected by changes on administrative divisions. | | |

Guangzhou is a sub-provincial city. It has direct jurisdiction over eleven districts:

| Map | | | | | |
|--------------------|---------------------------|---------------------|---------------------------------|------------------------------|----------------------------------|
| Name | Simplified Chinese | Hanyu Pinyin | Population (2010 census) | Area (km²) | Density (/km²) |
| Yuexiu District | 越秀区 | Yuèxiù Qū | 1,157,277 | 33.80 | 34,239 |
| Liwan District | 荔湾区 | Lìwān Qū | 898,204 | 59.10 | 15,198 |
| Haizhu District | 海珠区 | Hǎizhū Qū | 1,558,663 | 90.40 | 17,242 |
| Tianhe District | 天河区 | Tiānhé Qū | 1,432,431 | 96.33 | 14,870 |
| Baiyun District | 白云区 | Báiyún Qū | 2,222,658 | 795.79 | 2,793 |
| Huangpu District | 黄埔区 | Huángpù Qū | 831,600 | 484.17 | 1,717 |
| Panyu District | 番禺区 | Pānyú Qū | 1,764,869 | 786.15 | 2,245 |
| Huadu District | 花都区 | Huādū Qū | 945,053 | 970.04 | 974 |
| Nansha District | 南沙区 | Nánshā Qū | 259,899 | 527.65 | 493 |
| Zengcheng District | 增城区 | Zēngchéng Qū | 1,036,731 | 1,616.47 | 641 |
| Conghua District | 从化区 | Cónghuà Qū | 593,415 | 1,974.50 | 301 |
| Total | | | 12,700,800 | 7,434.40 | 1,708 |

As of April 28, 2005, the districts of Dongshan and Fangcun have been abolished and merged into Yuexiu and Liwan respectively; at the same time the district of Nansha was established out of parts of Panyu, and the district of Luogang was established out of parts of Baiyun, Tianhe, and Zengcheng, plus a part of Huangpu, making an exclave next to Huangpu.

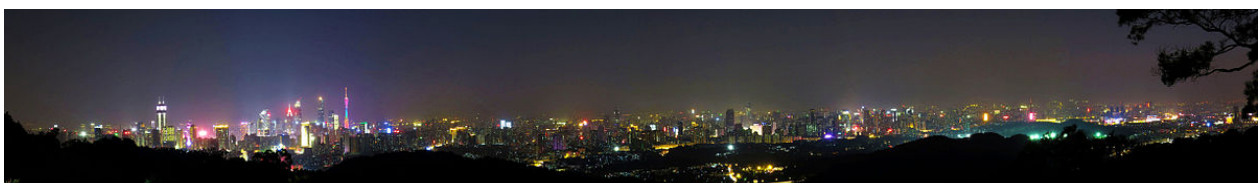
Merger with Foshan

In January 2009 the National People's Congress approved a development plan for the Pearl River Delta Region. On March 19, 2009 the Guangzhou Municipal Government and Foshan Municipal Government both agreed to establish a framework to merge the two cities.

Significant buildings



Panorama of Guangzhou





Panorama of Guangzhou at night

See also: List of tallest buildings in Guangzhou

- Guangdong Olympic Stadium
- CITIC Plaza
- Canton Tower
- Guangzhou Opera House
- Guangzhou TV Tower
- Pearl River Tower
- Guangzhou Circle Mansion
- Guangzhou Twin Towers:
 - West Tower/Guangzhou International Finance Center
 - East Tower/The CTF Guangzhou

Economy

Guangzhou is the main manufacturing hub of the Pearl River Delta, one of mainland China's leading commercial and manufacturing regions. In 2013, the GDP reached ¥1542 billion (US\$248 billion), per capita was ¥120,515 (US \$19,459).

The China Import and Export Fair, also called the "Canton Fair", is held every year in April and October by the Ministry of Trading. Inaugurated in the spring of 1957, the Fair is a major event for the city. From the 104th session onwards, the Fair moved to the new Pazhou complex, from the older Liuhua Complex. All booths have been transferred to Pazhou Complex, which is served by two stations on Metro Line 8. Also, since the 104th session, the Canton Fair has been arranged in 3 phases instead of 2 phases.



Zhujiang New Town

Industrial zones

- Guangzhou Economic and Technological Development Zone
- Guangzhou Nansha Export Processing Zone

The zone was founded in 2005. Its total planned area is 1.36 km² (0.53 sq mi). It is located in Nansha District and it belongs to the provincial capital, Guangzhou. The major industries encouraged in the zone include auto-mobile assembly, biotechnology and heavy industry. It is situated near to Guangzhou Baiyun International Airport and Shenzhen Port.

- Guangzhou Free Trade Zone

The zone was founded in 1992. It is located in the east of Huangpu District and located near to Guangzhou Economic and Technological Development Zone. It is situated very close to Guangzhou Baiyun Airport. The major industries encouraged in the zone include international trade, logistics, processing industry and computer software. Guangzhou is considered one of the most prosperous cities in China. But due to rapid industrialization, it is also considered one of the most polluted cities.

Science City

- Guangzhou Science City

Malls and pedestrian streets

- 101 Dynamics
- Beijing Lu
- China Plaza
- Jiangnanxi
- Liwan Plaza
- Shangxiajiu
- Teem Plaza
- Victory Plaza
- Wanguo Plaza
- Zhengjia Square (Grandview Mall)
- Wanda square
- Happy Valley (Guangzhou)



Shangxiajiu

Transportation

Public transport

Guangzhou Metro

Main article: Guangzhou Metro

When the first line of the Guangzhou Metro opened in 1997, Guangzhou was the fourth city in Mainland China to have an underground railway system, behind Beijing, Tianjin and Shanghai. Currently the metro network is made up of eight lines, covering a total length of 236 km (147 mi). A long term plan is to make the city's metro system expand to over 500 km (310 mi) by 2020 with 15 lines in operation.

As of July 2014 the lines of Guangzhou Metro include:

- Line 1: Guangzhou East Railway Station–Xilang Station
- Line 2: Jiahewanggang Station–Guangzhou South Railway Station
- Line 3
 - South route: Tianhe Coach Terminal Station–Panyu Square Station via Tiyu Xilu Station
 - North route: Airport South Station–Tiyu Xilu Station
- Line 4: Huangcun Station–Jinzhou Station
- Line 5: Jiaokou Station–Wenchong Station
- Line 6: Xunfenggang Station–Changban Station
- Line 8: Fenghuang Xincun Station–Wanshengwei Station
- Guangfo Line: Xilang Station–Kuiqi Lu Station
- APM: Linhexi Station–Canton Tower Station



Tianhe Sports Center Station of Guangzhou BRT



Gongyuanqian Station of Guangzhou Metro

Buses, taxis and motorcycles

See also: List of Bus Routes in Guangzhou

The Guangzhou Bus Rapid Transit (or GBRT) system which was introduced in 2010, is the world's second largest Bus Rapid Transit system with 1,000,000 passenger trips daily and 26,900 pphpd during the peak hour (second only to the TransMilenio BRT system in Bogota). The system averages 1 bus every 10 seconds or 350 per hour in a single direction and contains the world's longest BRT stations—around 260 m (850 ft) including bridges.

In 2009, it was reported that all 9,424 buses and 17,695 taxis in Guangzhou would be operating on LPG-fuel by 2010 to promote clean energy for transport and improve the environment ahead of the 2010 Asian Games which were held in the city. At present Wikipedia:Manual of Style/Dates and numbers#Chronological items, Guangzhou is the city that uses the most LPG-fueled vehicles in the world, and at the end of 2006, 6,500 buses and 16,000 taxis were using LPG, taking up 85 percent of all buses and taxis. Wikipedia:Citation needed It can be not fully true, because in countries like Poland, cars with LPG (especially taxis), are very popular, and by percentage some cities had higher usage of buses.^[12]

Effective January 1, 2007, the municipal government has banned motorcycles in urban areas. Motorcycles found violating the ban will be confiscated. The Guangzhou traffic bureau claimed to have reported reduced traffic problems and accidents in the downtown area since the ban.

Air transport

Guangzhou's main airport is the Baiyun International Airport in Huadu District opened on August 5, 2004. This airport is also the 2nd busiest airport in terms of traffic movements in China. It replaced the old Baiyun International Airport, which was very close to the city centre and failed to meet the fast-growing air traffic demand.

Guangzhou Baiyun International Airport now has two runways, with three more planned to be built.

Railway transport

Further information: Guangzhou Station, Guangzhou East Station, Guangzhou South Station and Guangzhou North Station

Guangzhou is the terminus of the Jingguang railway (Beijing–Guangzhou), the Guangshen railway (Guangzhou–Shenzhen), the Guangmao railway (Guangzhou–Maoming) and the Guangmeishan railway (Guangzhou–Meizhou–Shantou). In late 2009, the Wuhan–Guangzhou High-Speed Railway started its service, which enables multiple unit trains to cover 980 km (608.94 mi) at a top speed of 320 km/h (199 mph). In January 2011, the Guangzhou–Zhuhai Intercity Railway started its service at an average speed of 200 km/h (124 mph).



Baiyun International Airport in Huadu District



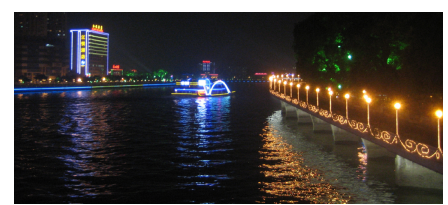
A CRH3 Train at Guangzhou South Railway Station

Intercity transport to Hong Kong

Guangzhou is well connected to Hong Kong by train, coach and ferry. The Guangdong Through Train departs from the Guangzhou East railway station and arrives at the Hung Hom KCR station in Kowloon, Hong Kong. The route is approximately 182 km (113 mi) in length and the ride takes less than two hours. Frequent coach services are also provided with coaches departing every day from different locations (mostly major hotels) around the city.

River transport

There are daily high-speed catamaran services between Nansha Ferry Terminal and Lianhua Shan Ferry Terminal in Guangzhou and the Hong Kong China Ferry Terminal, as well as between Nansha Ferry Terminal and Macau Ferry Pier in Hong Kong.



Pearl River at night

Local products

Wikipedia:Citation needed

- Canton Province Sculpture is legendary and includes Guangzhou Ivory Carvings, Jade Sculpture, Wood Sculpture and Olive Sculpture.
- Cantonese Enamel includes Guangzhou Colorful Pottery. It has a history of over 300 years.
- Cantonese Embroidery (Chinese: 粤绣; pinyin: *yuè xiù*) is one of the Four Famous Chinese Embroideries together with Su Embroidery, Xiang Embroidery and Shu Embroidery.
- Canton Province Bacon is the general designation of cured meat in the Guangzhou and surrounding areas.
- Zhujiang Beer (Pearl River Beer)

Culture

According to the official People's Daily newspaper, Cantonese is the first language for half of the 14 million residents of the provincial capital Guangzhou, while the other half speak mainly Mandarin. Other languages such as Hakka are spoken in significant numbers as well. The migrant population from other provinces of China in Guangzhou was 40 percent of the city's total population in 2008. Most of them are rural migrants and they speak Mandarin and other local dialects from their hometowns. They have taken on many jobs that the locals are unwilling to do.

Many components of the culture in Guangzhou includes:

- Cantonese
 - Cantonese cuisine
 - Cantonese opera
 - Cantonese people
 - Guangdong music (genre)
 - Guangzhou Opera House
 - Guangzhou Symphony Orchestra
-
- Xiguan



Shangxiajiu in Liwan District

Religions

Liang Fa (Leung Fat) worked in a printing company in Guangzhou in 1810 and came to know Robert Morrison (1782–1834, a missionary sent by the London Missionary Society in Britain and the first Christian Protestant missionary in China), who translated the Bible to Chinese and needed printing of the translation. When William Milne (1785–1822, another missionary sent by the London Missionary Society) arrived at Guangzhou in 1813 and worked with Morrison on translation of the Bible, he also came to know Liang Fa. Liang was baptized by Milne in 1816. In 1821, Liang was ordained by Morrison, thus becoming a missionary of the London Missionary Society and the first Chinese Protestant minister and evangelist.

Western Medicine was introduced to China in the 19th Century, mainly by medical missionaries sent from various Christian mission organizations, such as the London Missionary Society (Britain), the Methodist Church (Britain) and the Presbyterian Church in the United States. Benjamin Hobson (1816–1873), a medical missionary sent by the London Missionary Society in 1839, set up a highly successful Wai Ai Clinic (惠愛醫館) in Guangzhou, China.

Liang Fa, Hok Chau (周學), also known as Lai-Tong Chau (周勵堂), and others worked there. Liang Fa baptized Chau in 1852. The Methodist Church based in England sent missionary George Piercy^[13] to China. In 1851, Piercy went to Guangzhou, where he worked in a trading company. In 1853, he started a church in Guangzhou. In 1877, Chau was ordained by the Methodist Church in Guangzhou, where he pastored for 39 years.

Due to the social custom that men and women should not be near to one another, the women of China were reluctant to be treated by male doctors of Western Medicine. This resulted in a tremendous need for female doctors of Western Medicine in China. Thus, female medical missionary Dr. Mary H. Fulton (1854–1927) was sent by the Foreign Missions Board of the Presbyterian Church in the United States to found the first medical college for women in China. Known as the Hackett Medical College for Women (夏葛女子醫學院), this College was located in Guangzhou, China, and was enabled by a large donation from Mr. Edward A.K. Hackett (1851–1916) of Indiana, U.S.A. The College was dedicated in 1902 and offered a four-year curriculum. By 1915, there were more than 60 students, mostly in residence. Most students became Christians, due to the influence of Dr. Fulton. The College was officially recognized, with its diplomas marked with the official stamp of the Guangdong provincial government. The College was aimed at the spreading of Christianity and modern medicine and the elevation of Chinese women's social status. The David Gregg Hospital for Women and Children, also known as Yuji Hospital (柔濟醫院) was affiliated with this College. The graduates of this College included Chau Lee-sun (周理信, 1890-1979) and Wong Yuen-hing (黃婉卿), both of whom graduated in the late 1910s^[14] and then practiced medicine in the hospitals in Guangdong province. At the end of 1932, the medical center involving the Hackett Medical College for Women and the David Gregg Hospital for Women and Children was put under the control of the Chinese government. Furthermore, it affiliated with Guangzhou Hospital and Lingnan University to form the Sun Yat-Sen Medical College in 1936.

There are many sites significant to Islamic culture in Guangzhou including the Great Mosque of Guangzhou, Huaisheng Mosque, one of the oldest mosques in the world. There are two versions of its origins. The first is that prior to 500, before the establishment of Islam, Arab seafarers had established trade relations with China, setting off from Basra at the tip of the Persian Gulf and from the town of Qays (Siraf) in the Persian Gulf. They sailed the Indian Ocean passing Sarandip (Sri Lanka) and navigated their way through the Straits of Malacca between the Sumatran and Malaysian peninsulas en route to the South China Sea. They established trading posts on the southeastern coastal ports of Quanzhou and Guangzhou. Some Arabs had already settled in China and probably embraced Islam when the first Muslim deputation arrived, as their families and friends back in Arabia had already embraced Islam during the Holy Prophet's revelation (610–32). The other version is that the mosque was built by the uncle of the Prophet Muhammad in 627. There are many restaurants influenced by Islamic culture such as Hezhou Halal Restaurant, Wuyang Humin Restaurant, and Maedah Restaurant. accordingly there's also a Muslim Hero Tomb In Guangzhou Buddhism has remained the most influential religion in the life of Guangzhou people.

Guangzhou has a Jewish community, Guangzhou Buddhist Association, and Guangzhou Daoist Association. There is official pressure against underground, non-registered churches in Guangzhou.

Destinations

Eight Sights of Guangzhou

Main article: Eight Sights of Guangzhou

The Eight Sights of Guangzhou are the 8 most famous tourist attractions listed by rulers in different ages. The following are those chosen through public appraisal and brought out in 2011.

- **Tayao Xincheng:** Canton Tower, Chigang Pagoda, Haixinsha, Flower City Square, Twin Towers, CITIC Plaza and etc.
- **Zhushui Liuguang:** Pearl River (segment from Bai'etan to Pazhou), Wharves, Bai'etan, Shamian Island, Yanjiang Lu, Ersha Island, Haixinsha, Guangzhou Convention and Exhibition Center and etc.
- **Yunshan Diecui:** Baiyun Mountain, Yuntai Garden and etc.
- **Yuexiu Fenghua:** Yuexiu Mountain, Zhenhai Tower, Five Rams Statue, Sun Yat-sen Memorial Monument and etc.
- **Guci Liufang:** Chen Clan Academy and Guangdong Folk Craftwork Museum
- **Liwan Shengjing:** Litchi Bay, Liwan Lake, Arcades on Enning Lu, Xiguan Residences and etc.
- **Kecheng Jinxiu:** Guangzhou Science City
- **Shidi Changwan:** Nansha Wetland Park

Parks and gardens

- Baiyun Mountain, literally "White Cloud Mountain"
- Yuexiu Park (越秀公园)
- People's Park
- Luhu Park (麓湖公园)
- Dongshanhu Park (东山湖公园)
- Liuhuahu Park (流花湖公园)
- Liwanhu Park (荔湾湖公园)
- Yuntai Garden (云台花园)
- Martyrs' Park (广州起义烈士陵园)
- The Pearl River Park (珠江公园)
- South China Botanical Garden

Tourist attractions

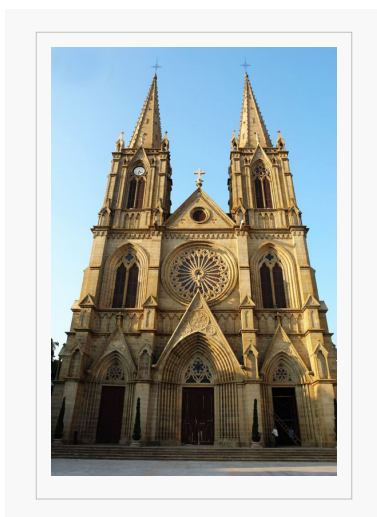
Guangzhou has a humid, hot sub-tropical climate. The annual average temperature is 21.8 °C (71 °F). Autumn, from October to December, is very moderate, cool and windy, and is the best travel time. There are many tourist attractions around the city which include:

- Xiguan
 - Chen Clan Academy or Chan Clan Ancestral Hall
 - Shamian Island or Shameen Island
 - Guangdong Provincial Museum
 - Museum of the Mausoleum of the Nanyue King
 - Temple of the Six Banyan Trees
 - Sacred Heart Cathedral or Stone House
 - Huaisheng Mosque
-

- Temple of Bright Filial Piety
- Chime-Long Paradise
- Chime-Long WaterPark (长隆水上乐园)
- Guangzhou Peasant Movement Institute
- Sun Yat-sen Memorial Hall



Temple of the Six Banyan Trees



Shishi Sacred Heart Cathedral



The Huaisheng Mosque



Western style architecture on Shamian Island



Towers in Guangzhou's CBD (left-center) with IFC/West Tower (right) and Guangzhou Opera House (front) under construction



Pearl River at night



Canton Tower, June 2009



Front entrance to the Baiyun Mountain or Mount Baiyun

Media

Guangzhou has two local radio stations: the provincial Radio Guangdong and the municipal Radio Guangzhou. Together they broadcast in more than a dozen channels. The primary language of both stations is Cantonese. Traditionally only one channel of Radio Guangdong is dedicated to Mandarin (Putonghua). However, in recent years there has been an increase of Mandarin programmes in most Cantonese channels. Radio stations from cities around Guangzhou mainly broadcast in Cantonese and can be received in different parts of the city, depending on the radio stations' locations and transmission power. On the other hand, the Beijing-based China National Radio broadcasts Mandarin programmes in the city. Radio Guangdong also produces a 30-minute weekly English programme, *Guangdong Today*, which is broadcast globally through the WRN Broadcast. Daily English news programmes are also broadcast by Radio Guangdong.

Guangzhou has some of the best Chinese-language newspapers and magazines in mainland China, most of which are published by three major newspaper groups in the city. The Guangzhou Daily Press Group, Nanfang Press Corporation and Yangcheng Evening News Group dominate the newspaper market of the province. The two leading newspapers of the city are *Guangzhou Daily* and *Southern Metropolis Daily*. The former, with a circulation of 1.8 million, has been China's most successful newspaper for 14 years in terms of advertising revenue, while *Southern Metropolis Daily* is considered one of the most liberal newspapers in mainland China. In addition to Guangzhou's Chinese-language publications, there are a few English magazines and newspapers, most notably *that's PRD*

(formerly *that's Guangzhou*) which was started more than a decade ago and has since blossomed into one of China's leading expat magazines with issues in Beijing, Shanghai and formerly Suzhou, but also including the more recent 'In The Red' magazine, which has been in circulation for a couple of years as of 2013.

Education

Main article: List of universities and colleges in Guangdong

Higher educational institutes

Universities and colleges

- Guangdong Institute of Science and Technology
- Guangdong Pharmaceutical University
- Guangdong Polytechnic Normal University (广东技术师范学院)
- Guangdong University of Business Studies
- Guangdong University of Finance (广东金融学院)
- Guangdong University of Foreign Studies
- Guangdong University of Technology
- Guangzhou Academy of Fine Arts
- Guangzhou Medical College (广州医学院)
- Guangzhou Sports University
- Guangzhou University
- Guangzhou University of Chinese Medicine
- Jinan University (founded in 1906)
- South China Agricultural University (founded in 1909)
- South China Normal University
- South China University of Technology
- Southern Medical University (founded in 1951)
- Sun Yat-sen University (founded in 1924)
- Xinghai Conservatory of Music
- Zhongkai University of Agriculture and Engineering

Note: Institutes without full-time bachelor programs are not listed.

Guangzhou Higher Education Mega Centre

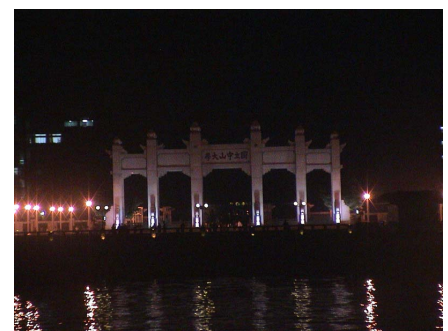
Guangzhou Higher Education Mega Centre also known as Guangzhou University Town is a large university complex located in the southeast suburbs of Guangzhou. This huge higher education centre occupies the entire Xiaoguwei island in Panyu District, covering an area of about 18 square kilometres (7 sq mi). It houses new campuses from ten universities, nine of which still maintain their old campuses in downtown Guangzhou. The whole Higher Education Mega Centre can eventually accommodate up to 200,000 students, 20,000 teachers and 50,000 staff.

Higher education institutions with campuses in the Mega Centre:

- Guangdong Pharmaceutical University
- Guangdong University of Foreign Studies
- Guangdong University of Technology
- Guangzhou Academy of Fine Arts
- Guangzhou University



Sun Yat-sen College of Medical Science, Sun Yat-sen University



The main gate of Sun Yat-sen University

- Guangzhou University of Chinese Medicine
- South China Normal University
- South China University of Technology
- Sun Yat-sen University
- Xinghai Conservatory of Music

Sports

In 2010, Guangzhou hosted the 16th Asian Games from November 12 to 27 and the first Asian Para Games from December 12 to 19, which were the largest sporting events the city ever hosted.

Guangzhou also hosted the following major sporting events:

- 1987 The 6th National Games of the People's Republic of China
- 1991 The 1st FIFA Women's World Cup
- 2001 The 9th National Games of the People's Republic of China
- 2007 The 8th National Traditional Games of Ethnic Minorities of the People's Republic of China
- 2008 The 49th World Table Tennis Championships
- 2009 The 11th Sudirman Cup: the world badminton mixed team championships

Current professional sports clubs based in Guangzhou include:

| Sport | League | Tier | Club | Stadium |
|------------|----------------------------|------|--|--------------------------------------|
| Football | Chinese Super League | 1st | Guangzhou Evergrande | Tianhe Stadium |
| Football | Chinese Super League | 1st | Guangzhou R&F | Yuexiushan Stadium |
| Football | China League One | 2nd | Guangdong Sunray Cave | Huangpu Sports Center |
| Basketball | National Basketball League | 2nd | Guangzhou Six-rice | Huangpu Stadium |
| Volleyball | Chinese Volleyball League | 1st | Guangdong Evergrande Women's Volleyball Club | Guangzhou Sport University Gymnasium |
| Baseball | China Baseball League | 1st | Guangdong Leopards | Tianhe Sports Center baseball field |



Guangdong Olympic Stadium

Guangzhou Evergrande F.C.

Guangzhou Evergrande F.C. is currently the most successful football team in Asia, having won three consecutive national titles in 2011, 2012 and 2013. The team is also the current Asian champion after winning the 2013 AFC Champions League. The club competed in the 2013 FIFA Club World Cup, where it lost 3–0 at the semi-final stage to 2012–13 UEFA Champions League winner FC Bayern Munich.

Deutsche Tourenwagen Masters


On September 28, 2014, Deutsche Tourenwagen Masters will hold a street race in Guangzhou, marking the return of the series to China after the 2010 season finale at the Shanghai Street Circuit.

Household registration policy

Main article: Hukou system

China's system of household registration, also known as a "hukou," restricts the ability of Chinese citizens to freely choose their place of residence and determines eligibility for education and other public benefits. In May 2014, the municipal agencies in Guangzhou responsible for population control, human resources, social security, and civil affairs issued a notice to local state-run employment agencies and family planning centers. The notice stated that those legally employed in Guangzhou should be issued an individual "hukou card" that allows them to marry and obtain permission to have children instead of requiring them to return to their official place of residence. These rules apply to workers in all occupations. Reports in the Chinese media said about 100,000 were affected by these changes.

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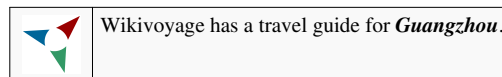
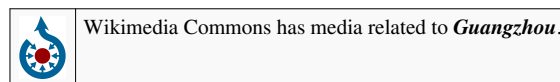
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| | | |
|--------------------------------|--|----------------------------------|
| Preceded by N/A | Capital of Nanyue <i>Nanyue</i> 204–111 BC | Succeeded by N/A |
| Preceded by Fengtian | Capital of China <i>Republic of China</i> 1 July 1925 – 21 February 1927 | Succeeded by Wuhan |
| Preceded by Taiyuan | Capital of China <i>Republic of China</i> 28 May 1931 – 22 December 1931 | Succeeded by Chongqing |
| Preceded by Nanjing | Capital of China <i>Republic of China</i> 23 April 1949 – 14 October 1949 | Succeeded by Chongqing |

Guangzhou Metro

Guangzhou Metro

|  | | | | | | | | | | |
|---|---|------------|----------------|------------|------------------|-----------|--|-----------------|--|--|
| Overview | | | | | | | | | | |
| Owner | City of Guangzhou | | | | | | | | | |
| Locale | Guangzhou Foshan | | | | | | | | | |
| Transit type | Rapid transit | | | | | | | | | |
| Number of lines | 9 | | | | | | | | | |
| Number of stations | 164 ^[1] | | | | | | | | | |
| Daily ridership | 5.627 million (2013 average) 7.942 million (1 May 2014 record) | | | | | | | | | |
| Annual ridership | 2.054 billion (2013) | | | | | | | | | |
| Website | www.gzmtr.com ^[2] | | | | | | | | | |
| Operation | | | | | | | | | | |
| Began operation | 28 June 1997 | | | | | | | | | |
| Operator(s) | Guangzhou Metro Corporation | | | | | | | | | |
| Number of vehicles | 242 trains (as of 2012 ^[3]) | | | | | | | | | |
| Technical | | | | | | | | | | |
| System length | 260.5 km (161.9 mi) | | | | | | | | | |
| Track gauge | 1,435 mm (4 ft 8 1/2 in) | | | | | | | | | |
| Minimum radius of curvature | 206 m (676 ft) | | | | | | | | | |
| Electrification | <table border="1"> <thead> <tr> <th>Refs</th> <th>Overhead lines</th> <th>Third rail</th> </tr> </thead> <tbody> <tr> <td>1500 V DC</td> <td>1 3 GF</td> <td></td> </tr> <tr> <td>600 V AC</td> <td></td> <td></td> </tr> </tbody> </table> | Refs | Overhead lines | Third rail | 1500 V DC | 1 3 GF | | 600 V AC | | |
| Refs | Overhead lines | Third rail | | | | | | | | |
| 1500 V DC | 1 3 GF | | | | | | | | | |
| 600 V AC | | | | | | | | | | |
| System map | | | | | | | | | | |

| Guangzhou Metro | |
|----------------------------|---|
| Traditional Chinese | 廣州地鐵 |
| Simplified Chinese | 广州地铁 |
| Cantonese Jyutping | Gwong ² zau ¹ Dei ⁶ tit ³ |
| Cantonese Yale | Gwóngjàu Dèihtít |
| Hanyu Pinyin | Guǎngzhōu Dìtiě |
| Transcriptions | |
| Mandarin | |
| Hanyu Pinyin | Guǎngzhōu Dìtiě |
| Cantonese | |
| Jyutping | Gwong ² zau ¹ Dei ⁶ tit ³ |
| Yale Romanization | Gwóngjàu Dèihtít |

Guangzhou Metro (simplified Chinese: 广州地铁; traditional Chinese: 廣州地鐵; pinyin: *Guǎngzhōu Dìtiě*; Jyutping: *Gwong²zau¹ Dei⁶tit³*) is the metro system of the city of Guangzhou in Guangdong Province of China. It is operated by the state-owned Guangzhou Metro Corporation and was the fourth metro system to be built in mainland China, after those of Beijing, Tianjin and Shanghai.

The earliest efforts to build an underground rapid transit system in Guangzhou date back to 1960. In the two decades that followed, the project was brought into the agenda five times, but ended up abandoned each time due to financial and technical difficulties.^{[4][5]} Preparation of what would lead to today's Guangzhou Metro did not start until the 1980s, and it was not until 1993 that construction of the first line, Line 1, officially began.^{[5][6]} Line 1 opened four years later in 1997 with five stations in operation.

As of December 2013[3], Guangzhou Metro has nine lines in operation, namely Line 1, Line 2, Line 3, Line 4, Line 5, Line 6, Line 8, Guangfo Line, and Zhujiang New Town APM. A major portion of the metro system services the urban areas of the city, while Lines 2, 3 and 4 also reach into the suburban areas in Huadu, Baiyun District, Panyu and Nansha; Guangfo Line connects Guangzhou and Foshan and is the first intercity underground metro line in the country. Daily service hours start at 6:00 am and end at midnight, and ridership averages 5.63 million. Having delivered 2.054 billion rides in 2013, Guangzhou Metro is the sixth busiest metro system in the world, after the metro systems of Tokyo, Seoul, Moscow, Beijing, and Shanghai. Guangzhou Metro operates 164 stations, including 21 interchange stations, and 260.5 km of tracks.

Extensive development of the metro network has been planned for the decade of 2011–2020. Three new lines, Line 7, Line 9 and Line 13, and extensions of Line 6, Line 8 and Guangfo Line are already under construction and expected to be completed between 2015 and 2017. Total operational capacity is scheduled to exceed 600 km by 2020.

History

Forays of the 1960s and 1970s

“A city cannot be modernized without a metro system!”

—Chen Yu, Governor of Guangdong 1957–1967^[7] </ref>

Chen Yu (Chinese: 陈郁), Governor of Guangdong in 1957–1967, was the first to have proposed an underground metro system for Guangzhou. In the summer of 1960, he ordered a secret geological survey of groundwater levels of Guangzhou. Six holes with an accumulated depth of 1980 m were drilled in the plateaus and alluvial plains in the city. The geological conditions of Guangzhou, despite their complexity, did not preclude the possibility of an underground metro system. Analysis of the survey data resulted in a confidential report titled *Geological Survey for Guangzhou Underground Railway Project* dated July 1961, the earliest one of such reports.^[4]

In 1965, Chen Yu along with Tao Zhu (Chinese: 陶铸), who had been the Governor of Guangdong and First Secretary of Guangdong Committee of the Communist Party of China, proposed in the wake of the Gulf of Tonkin incident that a tunnel be built in Guangzhou for wartime evacuations and post-war metro development. Approved by the central government, the project started in the spring of 1965. Due to its confidentiality in the context of intensification of the Vietnam War, the project adopted the obscure name of "Project Nine" (Chinese: 九号工程), where "Nine" was the number of strokes in "地下", the Chinese word for "underground".^[5]

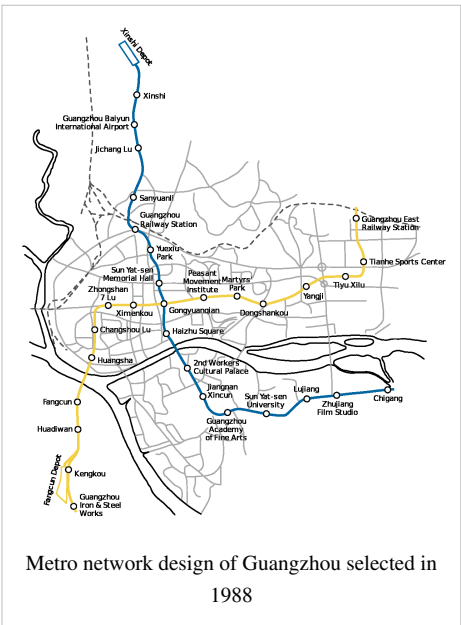
As envisaged by Chen Yu, the metro system of Guangzhou would consist of two lines: a north-south line that would connect Nanfang Building to Sanyuanli via Renmin Lu and Jiefang Beilu, and an east-west line that would run from Xichang to Dongshan along today's Dongfeng Lu. The two lines roughly paralleled Line 2 and Line 1 of the modern days, respectively. The east-west line was never built, while Project Nine was dedicated to the north-south line. Over ten teams of miners were recruited for a project filled with hazards and perils. Constrained by extreme scarcity of time, monetary and material resources, the ambition to build a tunnel for metro operation was scaled back—capability to run trolleybuses was deemed acceptable. At a cost of ¥13 million, an 8 km long tunnel was completed in 1966. The tunnel was ready for use as an air-raid shelter; however, with a cross-section merely 3 m wide and 2.85 m tall, and exposed rocks and wooden trestles scattered everywhere, it was totally unusable for public transit. In the two decades that followed, four attempts were made to revive and expand Project Nine, first in 1970, next in 1971, then in 1974, and last in 1979. None of these efforts eventually materialized.^[5]

Construction of Line 1

The metro project of Guangzhou was launched for the sixth time in 1984 as the Preparation Office of Guangzhou Metro, established back in 1979 as part of the last attempt to resurrect Project Nine, was moved out of the civil air defence system and became a subordinate body of the Construction Commission of Guangzhou, bringing Guangzhou Metro into the scope of urban infrastructure development. Prior to the 1980s, war preparedness was the dominant tenet of underground infrastructure projects in mainland China. The construction of Guangzhou Metro marked the first deviation from the old doctrine as traffic itself became the prime consideration of the project.^[5]

Design of the metro network was a collaborative effort between China and France. Four tentative designs were published on 14 March 1988 edition of *Guangzhou Daily*. From the four designs, one was selected based on expert and mass feedbacks. The selected design, featuring two intersecting lines, provided an embryonic form of the eventual layout of Line 1 and Line 2.^[5]

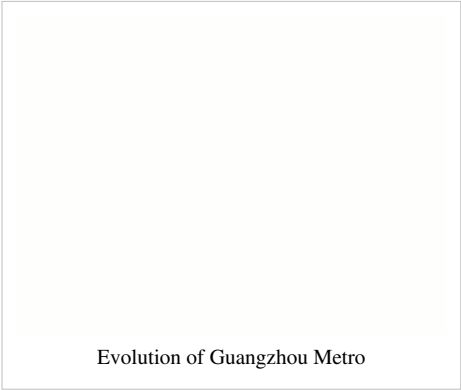
Construction of Line 1 officially commenced on 28 December 1993, although work on a trial section at Huangsha had begun in October 1992, five months before the feasibility study of the line was ratified by the State Planning Commission^[8] in March 1993.^{[5][6]} Various technologies novel to China's construction industry at the time were adopted in different sections of the project, notably including immersed tubes (Pearl River Tunnel) and tunnel boring machines (Huangsha–Martyrs' Park section).^[6] As the most massive urban infrastructure project in history of Guangzhou, Line 1 required a funding of ¥12.75 billion, all of which was raised by the local government.^[9] Use of cut-and-cover tunnels aggressively backed by then-mayor Li Ziliu necessitated relocation of approximately 100,000 residents in 20,000 households and demolition of buildings totalling 1.1 km² in area and earned Li the nickname "Li the Demolisher" (Chinese: 黎拆屋).



Three and a half years after construction started, the 5.4 km section from Xilang to Huangsha opened for trial operation on 28 June 1997. The remaining 13 km, from Huangsha to Guangzhou East Railway Station, was completed eighteen months later on 28 December 1998.^[10] The entire line opened for sightseeing tours between 16 February and 2 March 1999, delivering 1.39 million rides during 15 days before closing for final testing. Operation of Line 1 officially began on 28 June 1999, 34 years after the start of Project Nine in 1965.

Accelerated expansion in the 2000s

The success of Line 1 as a turnkey project acquired from Siemens with 100% imported electromechanical equipment prompted a wave of similar proposals from twelve other cities in mainland China toward the end of the 1990s. The fever for import-centric rapid transit caused the State Planning Committee to temporarily halt approval of rapid transit projects nationwide and regulate the localisation rates of rolling stock suppliers. Amid tightened regulation, only Line 2 of Guangzhou Metro received the immediate green light to proceed in June 1998 on the condition that at least 60% of its electromechanical equipment must be sourced domestically.^[11]



Construction of Line 2 started in July 1998. Rolling stock manufacturer Bombardier airlifted the first two train cars in an An-124 from Berlin to Guangzhou in November 2002 after schedule delays.^{[11][12]} The first section, from Sanyuanli to Xiaogang, opened on 29 December 2002; the remaining section from Xiaogang to Pazhou opened on 28 June 2003. At ¥2.13 billion, the equipment cost of Line 2 was 53% lower than that of Line 1. This demonstrated the feasibility of cost reduction through procurement of domestic equipment, revealing a path to project approval to other Chinese cities and reigniting their aspirations to own rapid transit systems.^[11]

The renewed craze for rapid transit across the country soon encountered a new round of tightened control on project approval around 2003. But Guangzhou was exempted along with Beijing, Shanghai and Shenzhen. By the time Line 2 was completed, construction of Line 3, Line 4 and Guangfo Line had been underway, among which only

Guangfo Line later fell casualty to stringent regulation.

Lines in operation

Summary

| Line | Terminals | | Opened | Newest extension | Length in km | Stations | Trains as of 2010[3] |
|-------------------|---------------------------------------|---------------------------------|--------|------------------|--------------|----------|----------------------|
| Heavy rail | | | | | | | |
| Line 1 | Guangzhou East Railway Station | Xilang | 1997 | 1999 | 18.5 | 16 | 28 |
| Line 2 | Jiahewanggang | Guangzhou South Railway Station | 2002 | 2010 | 31.4 | 24 | 36 |
| Line 3 | Airport South / Tianhe Coach Terminal | Tiyu Xilu / Panyu Square | 2005 | 2010 | 67.3 | 28 | 42 |
| Line 4 | Huangcun | Jinzhou | 2005 | 2010 | 43.7 | 16 | 30 |
| Line 5 | Jiaokou | Wenchong | 2009 | — | 31.9 | 24 | 30 |
| Line 6 | Xunfenggang | Changban | 2013 | — | 24.5 | 22 | |
| Line 8 | Fenghuang Xincun | Wanshengwei | 2003 | 2010 | 14.8 | 13 | 17 |
| Guangfo | Kuiqi Lu | Xilang | 2010 | — | 20.4 | 14 | 14 |
| Light rail | | | | | | | |
| APM | Linhexi | Canton Tower | 2010 | — | 3.9 | 9 | 6 |

Line 1

Main article: Line 1, Guangzhou Metro

Line 1 runs from Xilang to Guangzhou East Railway Station, with a total length of 18.5 km. Except Kengkou and Xilang, all stations in Line 1 are underground. The line interchanges with Line 2 at Gongyuanqian, Line 3 at Tiyu Xilu and Guangzhou East Railway Station, Line 5 at Yangji, Line 6 at Dongshankou and Huangsha, and Guangfo Line at Xilang. Its first section, from Xilang to Huangsha, opened on 28 June 1997, making Guangzhou the fourth city in mainland China to have a metro system. The full line started operation two years later on 28 June 1999.



Martyrs' Park Station of Line 1

Line 2

Main article: Line 2, Guangzhou Metro

Line 2 is a north-south line that runs from Jiahewanggang to Guangzhou South Railway Station. It interchanges with Line 1 at Gongyuanqian, Line 5 at Guangzhou Railway Station, and Line 8 at Changgang. Until 21 September 2010, it ran from Sanyuanli to Wanshengwei. Its first section, between Sanyuanli and Xiaogang, opened on 29 December 2002. It was extended from Xiaogang to Pazhou on 28 June 2003 and further to Wanshengwei a year later. The



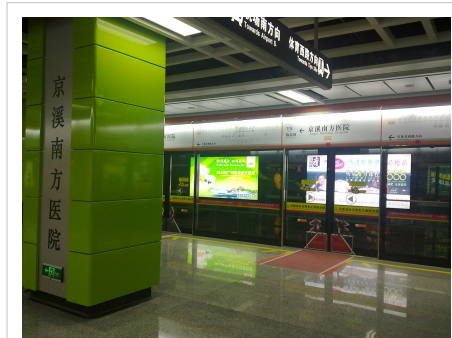
Huijiang Station of Line 2

section between Xiaogang and Wanshengwei was split off to form part of Line 8 during 22–24 September 2010, when operation was paused. The latest extension, from Jiangnanxi to Guangzhou South Railway Station and from Sanyuanli to Jiahewanggang, opened on 25 September 2010 as the whole line resumed operation. The length of the current line is 31.4 km. All stations in Line 2 are underground.

Line 3

Main article: Line 3, Guangzhou Metro

Line 3 is a 67.3 km Y-shaped line connecting Airport South and Tianhe Coach Terminal to Panyu Square. All stations in the line are underground. When the line opened on 26 December 2005, trains operated between Guangzhou East Railway Station and Kecun. Following completion of the Tianhe Coach Terminal–Tiyu Xilu and Kecun–Panyu Square sections, the line was rerouted on 30 December 2006 to offer transfer-free connections between Panyu Square and Tianhe Coach Terminal via Tiyu Xilu. The Guangzhou East Railway Station–Tiyu Xilu section became a shuttle until it was extended northwards to Airport South on 30 October 2010. In official distinctions, the main route consists of the entire Airport South–Panyu Square section, while the Tianhe Coach Terminal–Tiyu Xilu section is a spur line. The spur line will be split off in the long term to form part of Line 10. The line interchanges with Line 1 at Tiyu Xilu and Guangzhou East Railway Station, Line 5 at Zhujiang New Town, and Line 8 at Kecun. Line 3 had been notorious for its crowding since it opened, for it ran three-car trains. That was partly relieved when all three-car trains started operating as six-car ones, connected in sets of two, on 28 April 2010. All stations in Line 3 are underground.



Jingxi Nanfang Hospital Station of Line 3

Line 4

Main article: Line 4, Guangzhou Metro

Line 4 is a north-south line running parallel to Line 2 along the east of the city. It is 43.7 km long with 16 stations. The section of the line from Huangcun to Xinzao are built at underground, while that from Xinzao to Jinzhou are built at elevated track. It was the first metro line in mainland China to use linear motor trains. The line interchanges with Line 5 at Chebeinan, and Line 8 at Wanshengwei. In the future, the line will interchange with Line 7 at Higher Education Mega Centre South, which is bound for Guangzhou South Railway Station. Its first section, from Wanshengwei to Xinzao, opened on 26 December 2005. Southwards, it was extended from Xinzao to Huangge on 30 December 2006 and further to Jinzhou on 28 June 2007. Northwards, it was extended to Chebeinan on 28 December 2009. Its latest extension, from Chebeinan to Huangcun, opened on 25 September 2010. A 12.6 km extension in Nansha District has been approved with six underground stations and will interchange with the planned Line 15.



Haibang Station of Line 4

Line 5

Main article: Line 5, Guangzhou Metro

The 31.9 km long Line 5 starts at Jiaokou and runs to Wenchong. It entered operation on 28 December 2009. All stations in the line except Jiaokou and Tanwei are underground. Until Line 8 was split off from Line 2, it was the only line that interchanged with all other lines. Currently it interchanges with Line 1 at Yangji, Line 2 at Guangzhou Railway Station, Line 3 at Zhujiang New Town, and Line 4 at Chebeinan. Similarly to Line 4, Line 5 also uses linear motor trains.



Xicun Station of Line 5

Line 6

Main article: Line 6, Guangzhou Metro

The first stage of Line 6, a 24.5 km long phase one runs from Xunfenggang to Changban with 22 stations. It began service on 28 December 2013 and contains three elevated stations along the route. Construction of a 10-station, 17.6 km long extension to Xiangxue from Changban is currently underway and is expected to enter revenue service in 2015. Interchange is provided with Line 1 Huangsha and Dongshankou, with Line 2 at Haizhu Square, with Line 3 at Yantang and Tianhe Coach Terminal, with Line 5 at Tanwei and Ouzhuang.

Cultural Park will also become an interchange station when the north extension of Line 8 opens. The line runs four-car trains, but stations of the east extension starting with South China Botanical Garden will be constructed with a provision to accommodate six-car trains in preparation for a route split in the future.



Cultural Park Station of Line 6

Line 8

Main article: Line 8, Guangzhou Metro

The first section of Line 8, from Xiaogang to Wanshengwei, opened in 2002 and ran as part of Line 2 until the extension to the line was completed in September 2010. Line 8 runs from Fenghuang Xincun to Wanshengwei. The section from Changgang to Wanshengwei opened on 25 September 2010 when the split-off from Line 2 was complete. The section west of Changgang did not open until 3 November 2010 due to disputes over the environmental impact of the cooling facilities at Shayuan. Interchange stations along the line are Changgang with Line 2, Kecun with Line 3, and Wanshengwei with Line 4. While currently the line is entirely contained in Haizhu District to the south of the Pearl River, the north extension presently under construction will cross the river northwards to interchange with Line 6 at Cultural Park and reach Baiyun Lake.



Sun Yat-sen University Station of Line 8 while still operating as part of Line 2

Guangfo Line

Main article: Guangfo Metro

See also: FMetro

The Guangzhou–Foshan Section of Pearl River Delta Region Intercity Rapid Transit (Chinese: 珠江三角洲地区城际快速轨道交通广州至佛山段) is an intercity metro line that connects Guangzhou and Foshan. It is commonly known as Guangfo Metro and Guangfo Line of Guangzhou Metro. The section within Foshan also doubles as Line 1 of FMetro (Foshan Metro). The line is operated by Guangdong Guangfo Inter-City Co., Ltd., a subsidiary co-owned by Guangzhou Metro (51%) and Foshan Metro (49%). Its first section, from Xilang to Kuiqi Lu in Foshan, started operation on 3 November 2010 with 21 km of tracks and 14 stations. Eleven of the stations are located in Foshan, while the other three are in Guangzhou. Relocation disputes at Lijiao were not resolved until October 2013 and have delayed completion of the extension from Xilang to Lijiao till December 2015. When the line is completed, it will have 32.2 km of tracks and 21 stations, of which 17.4 km of tracks and 10 stations will be located in Guangzhou. The line will interchange with Line 1 at Xilang, Line 2 at Nanzhou, Line 3 at Lijiao, and Line 8 at Shayuan. It will run four-car trains. All its stations are underground.



Jihua Park Station of Guangfo Line

Zhujiang New Town APM Line

Main article: Zhujiang New Town Automated People Mover System

The Automated People Mover System of Zhujiang New Town Core District Municipal Traffic Project (Chinese: 珠江新城核心区市政交通项目旅客自动输送系统) is an underground automated people mover that serves the central business district of Zhujiang New Town. It is commonly known as Zhujiang New Town Automated People Mover System or the APM for short. At a length of 3.9 km, it connects Linhexi and Canton Tower with nine stations on the line. Operation started on 8 November 2010 with Canton Tower Station named Chigang Pagoda Station until December 2013. The stations of Haixinsha and Chigang Pagoda remained closed during the 2010 Asian Games. Chigang Pagoda Station opened on 28 November 2010, one day after the Asian Games ended; Haixinsha Station remained unopened until 24 February 2011. There is no direct platform-to-platform connection between the APM and Line 3 albeit they share the stations of Linhexi and Canton Tower. Transfer passengers need to exit and reenter with a new ticket. The APM runs two-car rubber-wheeled driverless trains.



Guangzhou Women and Children's Medical Center Station of Zhujiang New Town APM

Future expansion

Line 7

Main article: Line 7, Guangzhou Metro

The first phase of Line 7 is under construction and will run from Guangzhou South Railway Station to Higher Education Mega Center South in Panyu District over the course of 18.6 km when completed. Six-car trains will be used. All nine stations are underground. The line will interchange with Line 2 at Guangzhou South Railway Station and Shibi, Line 3 at Hanxi Changlong, and Line 4 at Higher Education Mega Center South. The planned second

phase will extend the line by 11.3 km and four more stations to reach north of the Pearl River and provide interchanges with Line 5 at Dashadong, the planned east extension of Line 8 at Changzhou and Line 13 at Fengle Lu. Line 7 is expected to be operational from 2015.

Line 9

Main article: Line 9, Guangzhou Metro

The 20.1 km long Line 9 serves Huadu District. It will start at Fei'eling and end at Gaozeng, where it will interchange with Line 3. All stations are underground. The line will run six-car trains. In the long term, after the Tianhe Coach Terminal–Tiyu Xilu spur line of Line 3 is split off to form part of Line 10, it will be connected into Line 3 using the reserved switches at Gaozeng and become a new spur line. Line 9 is expected to be operational from 2015.

Line 13

Main article: Line 13, Guangzhou Metro

Currently under construction, Line 13 is the first metro line in Guangzhou to be built to run eight-car trains. The 27.03 km first phase from Yuzhu to Xiangjingling will connect Zengcheng into Guangzhou's metro network. Upon opening, it will only interchange with Line 5 at Yuzhu, but future interchange stations have been planned at Xiayuan (east extension of Line 5), Fengle Lu (second phase of Line 7) and Xintang (Line 16 and Suiguanshen Intercity Railway). A second phase to the west is planned for the long term and will cut through the heartland of urban Guangzhou to reach Chaoyang in the vicinity of Guangzhou–Foshan border. Line 13 is expected to open in 2016.

Line 21

Main article: Line 21, Guangzhou Metro

The 60.9 km long Line 21 connects Yuancun in Tianhe District and Zengcheng Square in Zengcheng with six-car trains. It has 38.5 km of underground tracks, 16.4 km of elevated tracks and 6 km of tracks in mountain tunnels. The section from Yuancun to Tianhe Park is intended as part of Line 11 and constructed to accommodate the eight-car trains of the latter. When construction of Line 1 completes, the section will be spliced into Line 11, making Tianhe Park the west end of Line 21. Interchange will be available at Yuancun (Line 5), Tianhe Park (Line 11 and second phase of Line 13), Huangcun (Line 4), Grand World Scenic Park (Line 19), Xiangang (second phase of Line 6), Zhenlong (Knowledge City Line and Suiguanshen Intercity Railway) and Zengcheng Square (Line 16).

Summary of future lines

Future Guangzhou Metro lines^[13]

| Line | Phase/ extension | Terminals | | Length in km | Stations |
|---------------------------------|------------------|---------------------------------|------------------------------------|--------------|----------|
| Lines under construction | | | | | |
| Line 4 | South | Jinzhou | Nansha Ferry Terminal | 12.6 | 6 |
| Line 6 | 2nd | Changban | Xiangxue | 17.4 | 10 |
| Line 7 | 1st | Guangzhou South Railway Station | Higher Education Mega Center South | 18.6 | 9 |
| Line 8 | | Fenghuang Xincun | Cultural Park | 1.8 | 2 |
| | North | Cultural Park | Baiyun Lake | 16.1 | 13 |
| Line 9 | 1st | Fei'eling | Gaozeng | 20.1 | 10 |

| | | | | | |
|--------------------------------|------|---|------------------------------------|------|----|
| Line 13 | 1st | Yuzhu | Xiangjingling | 27.0 | 11 |
| Line 21 | | Yuancun | Zengcheng Square | 60.9 | 20 |
| Line 14 | 1st | Jiahewanggang | Jiekou | 51.2 | 13 |
| Guangfo | | Xilang | Lijiao | 11.4 | 7 |
| Knowledge City | | Xinhe | Zhenlong | 21.6 | 7 |
| Approved lines | | | | | |
| Line 11 | | Guangzhou Railway Station– Guangzhou East Railway Station– Pazhou loop line | | 42.4 | 32 |
| Proposed lines | | | | | |
| Line 3 | East | Panyu Square | Haibang | 9.4 | 4 |
| Line 5 | East | Wenchong | Huangpu Ferry Terminal | 9.8 | 5 |
| Line 6 | East | Xiangxue | Yonghe | 6.9 | 2 |
| Line 7 | 2nd | Higher Education Mega Center South | Dashadong | 11.3 | 4 |
| Line 8 | East | Wanshengwei | Guangzhou Automobile Group Complex | 13.2 | 6 |
| Line 10 ^[14] | | Dongsha | Tiyu Xilu | 12.2 | 10 |
| Line 12 | | Chatou | Higher Education Mega Center South | 30.1 | 24 |
| Line 13 | 2nd | Huanggang | Yuzhu | 31.5 | |
| Line 14 | | Guangzhou Railway Station | Jiahewanggang | | |
| | | Jiekou | Yangshenggu | | |
| Line 15 | | Xiaonansha Island–Lingshan–Hengli–Wangqingsha loop line | | 30.5 | 15 |
| Line 16 | | Xintang | Licheng | 31.7 | 8 |
| Line 17 | | Zini | Lianhua Mountain | 25.7 | 11 |
| Line 18 | | Shiqiao | Lianhua Mountain | 31.3 | 15 |
| Line 19 | | Suiyan Lu | Cencun | 29.9 | 21 |
| Line 20 | | Guangzhou South Railway Station | Pazhou | 17.5 | 3 |

[1] Interchange stations are counted once for each interchanging line per the convention adopted by Guangzhou Metro. Nonoperational stations are not included.

[2] <http://www.gzmtr.com>

[3] http://en.wikipedia.org/w/index.php?title=Guangzhou_Metro&action=edit

[4] Yu Dingyu 2006, §1–1.

[5] Yu Dingyu 2006, §1–2.

[6] Yu Dingyu 2006, §3–2.

[7] The original text was "一个城市，没有地铁就没有现代化！".<ref name="FOOTNOTEYu Dingyu2006§1–1">Yu Dingyu 2006, §1–1.

[8] The State Planning Commission has since evolved into the National Development and Reform Commission.

[9] Yu Dingyu 2006, §2–1.

[10] Yu Dingyu 2006, §3–3.

[11] Yu Dingyu 2006, §6–3.

[12] The supplier had been Changchun Adtranz Railway Vehicles, a Sino-German joint venture. Bombardier assumed Adtranz's position after acquiring the latter soon after the deal with Guangzhou Metro was signed.

[13] All construction plans are subject to approval by national authorities. A line is considered "approved" in this table if the National Development and Reform Commission (NDRC) has greenlighted establishment of its construction project. For actual construction to start, the project must obtain follow-up approvals including the NDRC's endorsement of its feasibility study. The construction plan may not stabilise until construction starts. For this reason, discrepancies exist among certain references due to evolution of construction plans and inaccuracies in news reports. This table reflects information deemed the most credible. In general, more recent reports take priority over older ones.

[14] The Tiyu Xilu–Tianhe Coach Terminal section currently operates as part of Line 3.

Guangzhou–Foshan metro connections

Guangzhou Metro lines to connect with FMetro lines

| # | Guangzhou Metro line | FMetro line | Status |
|---|---|-------------|--------------|
| 1 | 1 | 1 | In operation |
| 2 | 7 | 2 | Planned |
| 3 | 5 | 5 | Planned |
| 4 | 10 | 6 | Planned |
| 5 | 17 | 7 | Planned |
| 6 | Extension of Line 12, Guangzhou Metro from Chatou to Lishui | | Planned |
| 7 | Extension of Line 19, Guangzhou Metro to Suiyan Lu | | Planned |

Fares and tickets

Fares

Fares of Guangzhou Metro currently range from ¥2 (a couple of stations) to ¥14 (the longest journeys). A journey shorter than 4 km costs ¥2; ¥1 is charged for every 4 km after 4 km, every 6 km after 12 km, and every 8 km after 24 km. Between 30 October 2010 and 30 October 2011, an additional, undiscountable ¥5 fee was charged for any journey to or from Airport South. Collection of such a fee was approved for one year in July 2010 and expired without extension. The fare for the longest possible journey to the exiting station will be charged if a journey exceeds four hours. Passengers may carry luggage below weight and size limits at no cost or a ¥2 surcharge.

Current ticket types

Single journey ticket

Single journey tickets can be bought at a kiosk at every station or at the automatic ticket vending machines. The ticket itself is a contactless radio-frequency plastic token. The user has to tap it on the sensor on the ticket barrier when entering and insert it into a slot at the exit gate where the token is reclaimed. Full base fares are charged for single journey tickets for individuals. Passengers travelling in groups of 30 or larger can enjoy a 10% discount.



Guangzhou Metro single journey ticket

Yang Cheng Tong and Lingnan Pass

Yang Cheng Tong (Chinese: 羊城通; literally: "Ram City Pass") is a contactless smartcard which can be used on the metro and most other forms of public transport in Guangzhou.

Yang Cheng Tong offers discounts for rides on buses and the metro. Within each month, bus and metro rides combined, a 5% discount is available for the first 15 journeys and a 40% discount for all journeys beyond. Full-time students enrolled in primary, secondary, and vocational schools can apply for student passes, which allow them bus and metro rides at half price. Senior citizens can also obtain special passes. Half price is charged for seniors aged 60–64. Seniors aged 65 and above as well as people with major disabilities ride free of charge.

Yang Cheng Tong was rebranded in November 2010 as a type of Lingnan Pass (Chinese: 岭南通), a new transport card that is valid in multiple cities across the Pearl River Delta. Lingnan Pass cards issued in Guangzhou are named Lingnan Pass·Yang Cheng Tong. Existing cards were automatically upgraded and need not be replaced.

Day pass

Guangzhou Metro introduced day passes on 1 January 2013. A day pass holder can travel an unlimited number of times in the metro system during a limited period of validity starting from the first use. Two variants are currently available:

- One-day pass: ¥20 each and valid for 24 hours
- Three-day pass: ¥50 each and valid for 72 hours

Day passes are not rechargeable. They can be fully refunded until the first use, at which time they become nonrefundable. Used passes are not reclaimed, although they can be voluntarily recycled at drop boxes in the stations.

The passes are decorated with illustrations of the Cantonese language and cuisine to promote the local culture. The art design was favored by over 70% of those who responded to public opinion surveys compared to two other competing designs.



Art design of Guangzhou Metro day passes

Discontinued ticket types

Guangzhou Metro discontinued the following ticket types in favor of Yang Cheng Tong.

Stored value ticket

Stored value tickets were very similar to Yang Cheng Tong, but were admissible only for metro rides and could not be used to pay bus or taxi fares.

Monthly pass

Monthly passes were introduced on 1 November 2008 and abolished on 1 May 2010. There were three types of monthly pass:

- ¥55 monthly pass for 20 single journeys
- ¥88 monthly pass for 35 single journeys
- ¥115 monthly pass for 50 single journeys

Each journey could travel from one station to any other station regardless of distance. A monthly pass was valid within a calendar month, not the one-month period from the first day it was used. Unused journeys in a month could not be rolled over to a pass for the following month.

Student pass and senior citizen pass

Both were issued by the metro company and used on metro only, allowing the holders to travel free or at half price.

Power supply

All Guangzhou Metro lines in operation except the APM are powered by 1,500 V DC. For power transmission, Lines 1, 2, 3 and 8 as well as Guangfo Line use overhead lines, while Lines 4 and 5 use third rails. Future lines to be built in the short term, including Lines 6, 7, 9 and 13 will also run on 1,500 V DC. All those lines will use overhead lines except for Line 6, which will use third rails. In contrast to the heavy-rail lines, the light-rail APM runs on 600 V



Guangzhou Metro stored value ticket

AC supplied by third rails.

Controversies

Free rides for relatives of metro employees

Starting from 1997, Guangzhou Metro implemented a policy that allowed free rides for, in addition to its employees, their relatives. The policy was exposed to the public after its validity was questioned at a hearing on metro fares in December 2005. At first, it was reported that up to three lineal kins of each metro employee were allowed free access to the metro. Based on Guangzhou Metro having about 6,000 employees at the time, participants of the hearing estimated that up to 18,000 relatives of metro employees could ride free at an approximate cost of ¥13 million per year.

In response to questions on the policy raised at the hearing, Lu Guanglin, then-General Manager of Guangzhou Metro, claimed that relatives of employees with free access would volunteer as security personnel of the metro. He cited counter-terrorism when explaining that the policy was not exclusively an employee benefit but also a safety measure. Guangzhou Metro later clarified that only the spouse and at most one pre-college child under 18 of each employee were allowed free access, limiting the number of such people to about 2,000. Free rides were strictly regulated and tracked, with abuse subject to disciplinary actions. An unnamed metro employee estimated that the actual cost per year was ¥3 million rather than ¥13 million.

Following its publicity, the policy sparked widespread criticism. A *Nanfang Daily* editorial criticised the policy as Guangzhou Metro exploiting public resources to its own interests. It also questioned the competence of relatives of metro employees in counter-terrorism. It further argued that if Guangzhou Metro indeed needed voluntary security personnel, it could have recruited them openly from the public. Such criticism was echoed by hearing participants as well as members of the Municipal People's Congress of Guangzhou. Guangzhou Metro officially abandoned the policy under pressure on 16 December 2005.

Four-car trains of Line 6

Serving densely populated areas including residential communities in Jinshazhou, the pedestrian street in Beijing Lu and wholesale markets in Shahe with four-car trains, the capacity of Line 6 has long been questioned. The origin of such a design traces back to the planning phase of the line. Believed to have limited attraction to commuters, Line 6 was intended as an auxiliary line with a projected daily ridership of 428000 in 2012 and 507000 in 2019 when the expected opening year was still 2010. Such projections were in line with the daily ridership of Lines 1 and 2 prior to 2004. The daily ridership of Line 1 was predicted to reach 290000 in 1998, however, the actual figures of 1999–2001 plateaued at 172000–176000. These data gave ammunition to invited experts' stubborn insistence in four-car trains and even led to Guangzhou being criticized by name as overinflating the capacity of its metro network. Similar preference of small-capacity trains and low-headway operation also influenced the designs of Line 3, 4 and 5. These ideas would soon prove utterly shortsighted when Line 3 opened in 2006 with three-car trains only to be immediately plagued with extreme congestion and forced adoption of six-car trains ahead of schedule.

Years after construction started, the capacity issue of Line 6 drew concentrated but late criticism from local media in July 2009. An internal report of Guangzhou Metro in the same month reckoned that using the same six-car trains as Line 3 would increase the capacity of Line 6 by 50%. However, by that time, a change to six-car trains had become unrealistic as it would require modification to stations whose construction had been completed. Land expropriation and residence relocation would pose even greater challenges as evidenced by severe delays in the construction of the stations of Yide Lu and Shahe. In November 2013, mayor Chen Jianhua publicly admitted that planning of the line lacked foresight, and the line would be crowded upon opening. He also promised to ensure that trains of future lines and expansions would have at least six cars.

Quality inspection of Line 3 north extension

Exposure of quality issue

On 11 October 2010, news broke that the concrete structures of two connecting passages in the north extension of Line 3 between Jiahewanggang and Longgui had substandard compressive strength. The quality of the two connecting passages was found to be questionable as early as August 2009. But it was not brought to light until a technician who worked for a company that inspected their quality posted scanned copies of the original inspection reports in his blog in August 2010, and the media picked up the story in October 2010.

The connecting passages were intended as connections between two metro tunnels for the maintenance crew and emergency escape corridors for passengers. Their compressive strength was designed to reach 30 MPa. However, the lowest values measured in two inspections were only 21.9 MPa and 25.5 MPa, respectively. Guangzhou Metro and Beijing Chang Cheng Bilfinger Berger Construction Engineering Co., Ltd. (BCBB), contractor of the Jiahewanggang–Longgui section, commissioned two inspection companies to perform a total of three inspections. All three inspections reported results below standard. According to the technician who disclosed the issue and another technician who participated in the first inspection, possible consequences of weaker-than-standard concrete structures included collapse of the passages, blockage of groundwater drains, and even paralysis of the metro tunnels.

Alleged fraud attempts

According to the two technicians, BCBB rejected a negative inspection report and conspired with their employer company to produce a fraudulent positive report. In response, both the inspection company and BCBB denied their involvement in any fraud attempts. Su Zhenyu, a deputy manager of the Quality and Safety Division of Guangzhou Metro, admitted the quality issue with the connecting passages but maintained the innocence of Guangzhou Metro. According to him, Guangzhou Metro never received the original inspection reports in 2009 and was unaware of the issue until it received them on 30 September 2010. Su blamed the incident on deceit by BCBB and declared the structures safe for train operation. Su's comments were acknowledged by Guangzhou Metro.

Reactions

According to Su, Guangzhou Metro had launched an investigation into the incident and demanded remedial plans for fortifying the structures from the designer after its experts verified that the quality of the passage did not meet the design standard. In its official response, Guangzhou Metro claimed that it had been monitoring the connecting passages since they were completed in August 2009 and noticed no cracks, deformation or leaks. It also commissioned a re-inspection in September 2010 and obtained results comparable to previous ones. Evaluation by the designer of the connecting passages based on these results recognised their structures as safe. Previously in 2009, the designer also evaluated one of the two connecting passages as safe upon demand of BCBB with the standard for its compressive strength at the lowest permissible value of 25 MPa.

In the wake of widespread media coverage, the Construction Commission of Guangzhou launched an investigation into the incident. The commission invited an independent expert group to inspect the connecting passages. The expert group reaffirmed that despite their quality was indeed below the design standard, the passages were safe for operation and needed not be strengthened or rebuilt. The commission also confirmed that BCBB violated regulations in concealing negative inspection reports from related parties. The cause of weaker-than-standard concrete structures was blamed by deputy mayor Su Zequn on cement being mixed manually instead of using machinery due to space limitation at the construction site.

The scheduled opening of the north extension of Line 3 on 30 October 2010 was eventually unaffected.

Universal free access in November 2010

In January 2010, then-mayor Zhang Guangning revealed to the media that the local government was considering rewarding residents with an "Asian Games gift package" in acknowledgement of their support for the Games. On 27 September 2010, contents of the gift package were officially announced. Included was universal free access to public transit on 30 workdays in November and December 2010 that would coincide with the schedules of the 2010 Asian Games and Asian Para Games in urban areas excluding the districts of Panyu, Nansha and Huadu and the cities of Zengcheng and Conghua. The measure was intended to compensate for the inconvenience caused by a temporary traffic rule that would ban cars from the streets by the parity of the last digits of their license plates during the Games.

The free rides policy prompted unprecedented enthusiasm from local residents on 1 November 2010, the first day it went into effect. The metro system carried 7.80 million rides, doubling the figure of an average day. Ridership of the day exceeded the previous peak of 5.13 million on National Day 1 October 2010 by a significant margin and set a national record. Metro traffic remained intense in the days that followed. The daily ridership record was refreshed twice on 3 and 5 November 2010, reaching 7.844 million; total ridership amounted to 38.77 million over the entire workweek. Provisional flow control measures were put into force at all stations, but were utterly inadequate to contain traffic far beyond the design capacity of the metro system. Trains were often crammed, and stations were filled with people queuing in swarms to take a free ride. Guangzhou Metro estimated that when the Asian Games opened, daily ridership would surpass 8 million.

Five days after the free rides policy came into force, local authorities decided to rescind the free public transit offer starting from 8 November 2010 and replace it with a cash subsidy program as they deemed the enormous public response a potential security threat to the Games. Registered households and migrant households with presence in the city longer than half a year would each receive a public transit subsidy of ¥150 in cash; individuals in corporate households would each receive ¥50. Residents could claim the subsidies between 12 January and 31 March 2011. Public transit discount policies that were in effect before November 2010 remained unchanged.

Kangwang Lu sinkhole incident

Around 16:40 on 28 January 2013, in the immediate neighbourhood of the construction site of the Cultural Park Station of Line 6 and Line 8 on Kangwang Lu (Chinese: 康王路), a sinkhole of approximately 100 m² in area and 10 m in depth collapsed, consuming several houses and trees. Six collapses occurred within 40 minutes. Two more collapses occurred later at 21:45, when workers were pouring concrete into the sinkhole. Nearby roads were immediately closed for emergency engineering. The affected section of Kangwang Lu remained closed until the Spring Festival holidays and was closed for a second time on 12 February due to discovery of additional risks.

There were no casualties in the incident thanks to the fact that metro construction workers detected geological anomalies 20 minutes before the initial collapse and promptly evacuated the neighbourhood. The sinkhole caused disruptions to electricity, gas and water supplies and drainage pipelines. Preliminary analysis blamed the incident on inaccurate geological drawings used for underground blast operations. In total, 412 households, 103 businesses and 69 warehouses were evacuated, and 257 residents were relocated. Guangzhou Metro offered provisional compensations that amounted to ¥50,000 for each collapsed business and ¥2600 for each resident of the collapsed houses among other compensations.

Notes

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External links




Wikimedia Commons has media related to *Guangzhou Metro*.

- Guangzhou Metro (official website) (<http://www.gzmtr.com/en/>)
- Urbanrail: Guangzhou (<http://www.urbanrail.net/as/cn/guan/guangzhou.htm>)
- Guangzhou Metro route map and trip planner (<http://www.gzmtr.com/en/ckfw/dtxlt/>)
- Official Guangzhou Metro Model Train (<http://www.youtube.com/watch?v=2prSZujSvi4>)

Guangzhou Bus Rapid Transit

"GBRT" redirects here. For gradient-boosted regression trees, see Gradient boosting.

Guangzhou Bus Rapid Transit (GBRT)

|  | |
|--|-------------------|
| Overview | |
| Locale | Guangzhou |
| Transit type | Bus rapid transit |
| Number of lines | 1 |
| Number of stations | 26 |
| Daily ridership | 1,000,000 |
| Operation | |
| Began operation | 10 February 2010 |
| Technical | |
| System length | 22.5 km (14.0 mi) |
| Top speed | 21 km/h (13 mph) |

| Guangzhou Bus Rapid Transit | |
|-----------------------------|---------------------------|
| Traditional Chinese | 廣州快速公交 |
| Simplified Chinese | 广州快速公交 |
| Transcriptions | |
| Mandarin | |
| Hanyu Pinyin | Guǎngzhōu Kuàisù Gōngjiāo |
| Alternative Chinese name | |
| Traditional Chinese | 廣州 BRT |
| Simplified Chinese | 广州 BRT |
| Transcriptions | |
| Mandarin | |
| Hanyu Pinyin | Guǎngzhōu BRT |

Guangzhou Bus Rapid Transit (Guangzhou BRT or GBRT) is the bus rapid transit (BRT) system of the city of Guangzhou in the People's Republic of China. Its first line was put into operation on 10 February 2010. It handles approximately 1,000,000 passenger trips daily with a peak passenger flow of 26,900 pphpd (second only to the TransMilenio BRT system in Bogota).^[1] In fact, this rapid transit system contains the world's longest BRT stations - around 260m including bridges - with bus volumes of 1 bus every 10 seconds or 350 per hour in a single direction. The BRT system has two new lines and two extensions planned.

Fleet

The BRT operates the following models of buses:

- King Long XMQ6127G2
- King Long XMQ6180G2
- Youngman JNP6182LPG
- Yutong ZK6120HGV
- Yutong ZK6180HLGAA

The livery of the BRT is orange with BRT written in white on the sides.

Zhongshan Dadao Bus Rapid Transit Trial Line

Zhongshan Dadao Bus Rapid Transit Trial Line (Chinese: 中山大道快速公交试验线) is the first and only line in operation of Guangzhou BRT. The line is laid out along Zhongshan Dadao, whose innermost lanes form a dedicated BRT corridor. It starts at Tianhe Sports Center in Tianhe District in the west and ends at Xiayuan in Huangpu District in the east with 26 stations. Several stations have connections to Guangzhou Metro. Same-direction transfers between buses within the BRT corridor are free.



Tianhe Sports Center Station



GBRT dedicated corridor



GBRT during rush hour

| Station Name English | Station Name Hanzi | Transfer | Location |
|---|-----------------------|--|----------|
| Tianhe Sports Center | 体育中心 |   Line 1,  Line 3,  APM | Tianhe |
| Shipaiqiao | 石牌桥 |   Line 3 | |
| Gangding | 岗顶 |   Line 3 | |
| Normal University & Jinan University | 师大暨大 | | |
| Huajing Xincheng (literally: "Huajing New City") | 华景新城 | | |
| Shangshe | 上社 | | |
| Xueyuan (literally: "College") | 学院 | | |
| Tangxiacun | 棠下村 | | Huangpu |
| Tangdong | 棠东 | | |
| Tianlangmingju | 天朗明居 | | |
| Chebei | 车陂 |   Line 4 | |
| Dongpuzhen | 东圃镇 | | |
| Huangcun | 黄村 |  Dongpu Coach Terminal | |
| Zhucun | 珠村 | | |
| Lianxi | 莲溪 | | |
| Maogang | 茅岗 | | |
| Zhujiangcun | 珠江村 | | |
| Xiasha | 下沙 | | |
| Wuchong | 乌冲 | | |
| Huangpu Coach Station | 黄埔客运站 |  Huangpu Coach Station | |
| Shuanggang | 双岗 | | |
| Shapu | 沙埔 | | |
| Nanhai Temple (literally: "Nanhai Deity Temple") | 南海神庙 | | |
| Miaotou | 庙头 | | |
| Nanwan | 南湾 | | |
| Xiayuan | 夏园 | | |


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- [1] International Public Transport Conference 2010 (<http://www.kuchingptc.com/download1.php>) Case Study of the Guangzhou BRT - Retrieved on 2010-08-05

External links

- Guangzhou BRT (Unofficial) (<http://www.gzbrt.org/>)
- China Bus Rapid Transit: Guangzhou (<http://www.chinabrt.org/en/cities/guangzhou.aspx>)

Canton Fair

| Canton Fair | |
|---|--|
|  | |
| Detail of the structure of one of the exhibition halls in Pazhou. | |
| Traditional Chinese | 中國進出口商品交易會 |
| Simplified Chinese | 中国进出口商品交易会 |
| Literal meaning | China Import and Export Fair |
| Transcriptions | |
| Mandarin | |
| Hanyu Pinyin | Zhōngguó Jìnchūkǒu Shāngpǐn Jiāoyìhuì |
| Cantonese | |
| Jyutping | Zung ¹ Gwok ³ Zeon ³ Ceot ¹ Hau ² Soeng ¹ Ban ² Gaau ¹ Jik ⁶ Wui ^{6→2} |
| Alternative Chinese name | |
| Traditional Chinese | 廣交會 |
| Simplified Chinese | 广交会 |
| Literal meaning | Canton Fair |

| Transcriptions | |
|----------------|---|
| Mandarin | |
| Hanyu Pinyin | Guǎngjiāohuì |
| Cantonese | |
| Jyutping | Gwong ² Gaau ¹ Wui ^{6→2} |

The **Canton Fair** is a trade fair held in the spring and autumn seasons each year since the spring of 1957 in Guangzhou, China.^[1]

Its full name since 2007 has been **China Import and Export Fair** (中国进出口商品交易会), renamed from **Chinese Export Commodities Fair** (中国出口商品交易会), also known as **Canton Fair** (广州交易会), which abbreviation is 广交会.

The Fair is co-hosted by the Ministry of Commerce of China and People's Government of the Guangdong Province, and organized by **China Foreign Trade Centre**.

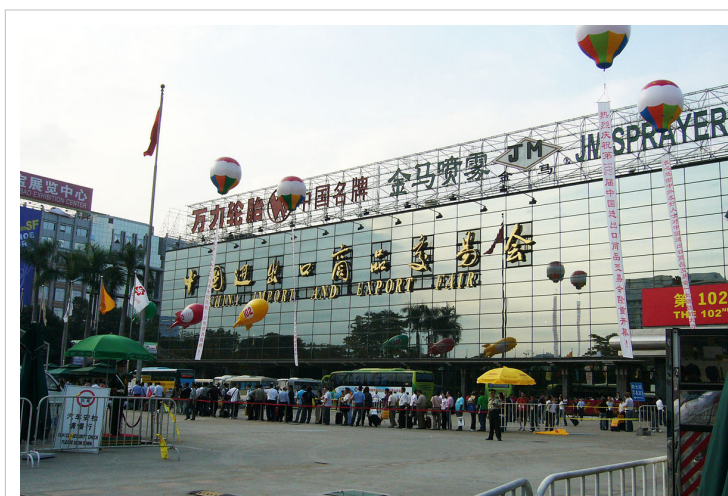
The Fair is the largest trade fair in China . Among China's largest trade fairs, it has the largest assortment of products, the largest attendance, and the largest number of business deals made at the fair. Like many trade fairs it has several traditions and functions as a comprehensive event of international importance.

Contents

Fifty trading delegations, being composed of thousands of China's best foreign trade corporations (enterprises), take part in the Fair. These include private enterprises, factories, scientific research institutions, wholly foreign-owned enterprises, and foreign trade companies. The 101st fair saw 314 different companies from 36 countries.

Functions

The fair leans to export trade, though import business is also done here. Apart from the above-mentioned, various types of business activities such as economic and technical cooperations and exchanges, commodity inspection, insurance, transportation, advertising, consultation, etc. are also carried out in flexible ways.



Liuhua Complex, located in Yuexiu.

Basic facts

First held: April 1957.

Interval: Three phases per session; two sessions per year.

Spring session: April 15–19 (Phase 1); April 23–27 (Phase 2); May 1–5 (Phase 3). (115th Session)

Autumn session: October 15–19 (Phase 1); October 23–27 (Phase 2); October 31- November 4 (Phase 3).

Venues:

China Import and Export Fair (Pazhou) Complex, 380 Yuejiangzhong Road, Haizhu District, Guangzhou 510335

Lihua Complex: The Complex was first put into use in 1974. It was discontinued as a venue for the Canton Fair, starting from the 115th Session (April 2014).

Gross exhibition space: 1,125,000 m².

Number of booths: Over 55,800 standard stands (105th Session).

Varieties: Over 150,000.

Business turnover: 262.3 Million USD (105th Session).

Number of trading countries and regions: 203 (103rd Session).

Number of visitors: 165,436 (105th Session).

Exhibitors: Over 22,000 (with 21,709 Chinese exhibitors, 395 international exhibitors, 105th Session).

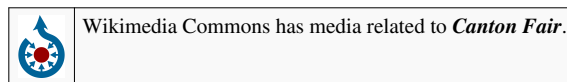


The new Canton Fair Complex in Pazhou, Haizhu.

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- The official website for China Import and Export Fair invitation (<http://invitation.cantonfair.org.cn/en/index.aspx>)
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Coordinates: 23°06′11″N 113°21′27″E﻿ / ﻿23.103056°N 113.357500°E﻿ / 23.103056; 113.357500﻿ (23.103056; 113.357500) (http://tools.wmflabs.org/geohack/geohack.php?pagename=Canton_Fair¶ms=23_06_11_N_113_21_27_E_region:CN-44_type:landmark_source:kolossus-dewiki)

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