

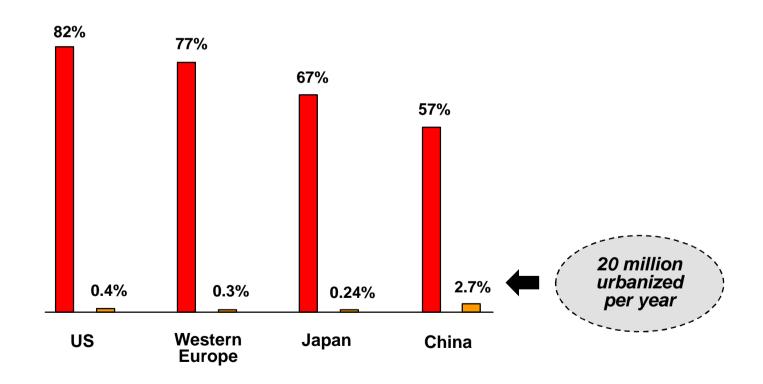
Urbanization in China & Lessons Learned

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Urbanization – A Global Comparison

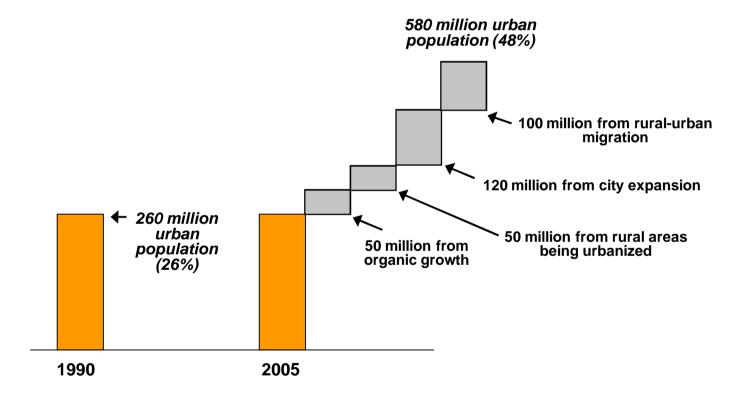






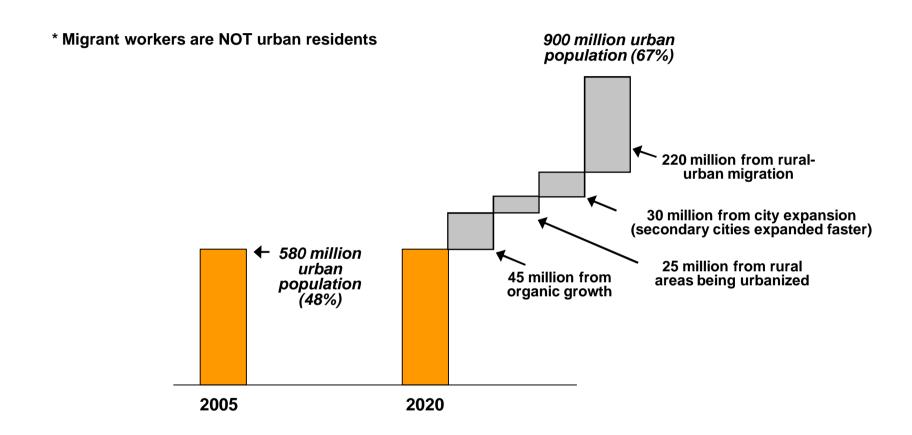


* Migrant workers are NOT urban residents



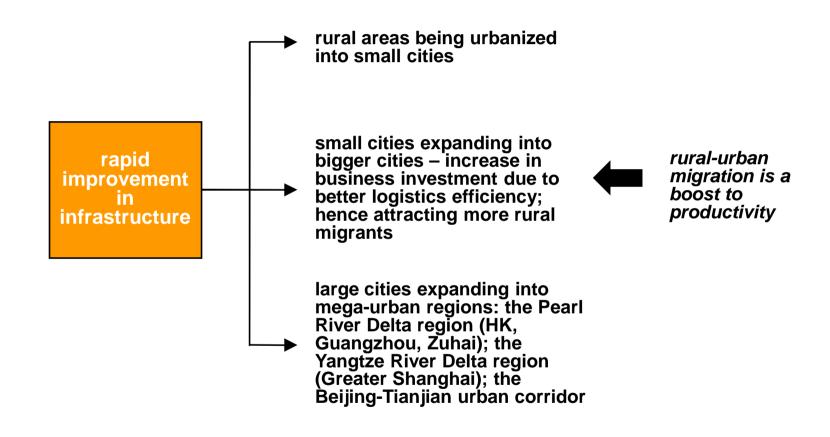
(China Development Institute, MasterCard Worldwide)





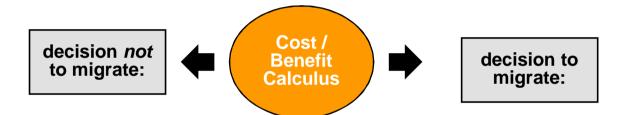
(China Development Institute, MasterCard Worldwide)







* rural-urban migration is self-regulating with an implicit cost/benefit calculus because acquiring an urban residence permit (hukou) means giving up rural land tenure



 employment and income prospects in a city not good enough to justify giving up rural land tenure in home village employment and income in a city sufficiently secure & superior to rural income to justify giving up land tenure in home village

China's Urban Environment



* given appropriate policies and investment, the environmental challenge is actually easier to address in urban areas

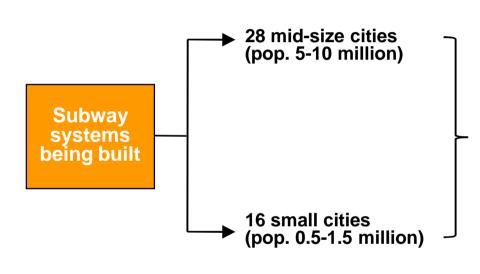
Air Pollution in Beijing in 2006

ambient sulfur dioxide level	 25% below peak level in mid-1990s 40% below Tokyo's peak level in the 1960s 45% below Seoul's peak level in the early 1990s
level of suspended particulate matters	• 35% below Tokyo's peak level in mid-1970s• 40% below Seoul's peak level in mid-1990s
nitrogen dioxide level	 never reached the peak level in Tokyo in the 1980s never reached the peak level in Seoul in 1985

(Carnegie Endowment for International Peace)

Urban Transport - Subways



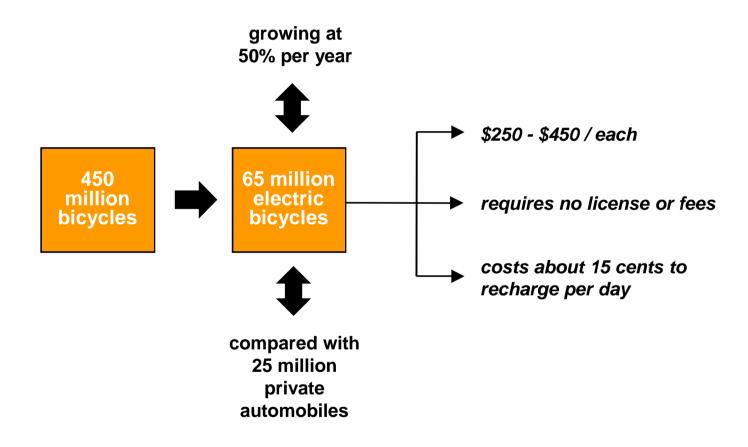


Lessons Learned From Hong Kong

- high frequency / short waiting time
- connecting subway stations with bus & train stations
- combine property development with subway stations – integrated residential / commercial / institutional space (returns on property investment the biggest share of revenue of the subway operation)

Urban Transport – Ubiquity of Bicycle Lanes





Some Implications for Urbanization in India







