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Grin Verlag, Paperback. Condition: New. 44 pages. Dimensions: 8.3in. x 5.8in. x 0.1in.Seminar paper from the year 2003 in the subject Art - Architecture History of Construction, grade: very good, Technical University of Graz (Faculty for Architekture Institute City Development), language: English, abstract: The Yangtze River Delta, Shanghai-Nanjing-Hangzhou is undergoing a radical upheaval process - the dimension and the speed of Shanghais development exceeds European thinking. Between 1978 and 1990 about 3 billion were spent on urban infrastructure projects, in the next six years between 1991 and 1997 the investment exceeded 18 billion. In the early eighties the construction of the whole public mass transport system started from scratch, following the strategic neglecting by the Central Government in Beijing. Today, after the reforms of Deng Xiaoping and Jiang Zemin, a former mayor of Shanghai, it is said that the citys large construction projects are the PRC Governments cuddles. 2002 about 80 urban infrastructure projects with an investment of 6, 5 billion were under construction, supporting AIR TRAFFIC RAIL TRAFFIC ROAD TRAFFIC and SHIPPING. In my opinion the rapid changes in the transport infrastructure will change more than the map of the city or the mere building reality it will change the citys timescale. Firstly I want to focus on the meaning of the transport issue for Chinas and Shanghais economy and competitiveness. Shanghai has a great potential, but today it lacks fluency. The PRC Central Government, with its rising conscious of Chinas global role, has realized this fact. The new economic and political ambition has overcome stone-age Maoism of bleeding white decadent cities - Pudong New Area with Chinas stock exchange in Luijazui demonstrates this ambition. The strategic position on the China Sea and the estuary of the Yangtze River enables Shanghai to function as East Asias main gate,...



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