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Organized by the Department of Geography
MATPP Seminar

By

Dr James J Wang

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on

Let the Bullet Trains Fly - the Impacts of High-speed Train on Chinese Cities

Time: 7:00-8:00 p.m., Friday, 28th January, 2011

Venue: Room 222, Hui Oi Chow Science Building, HKU

About the Speaker

Dr James J Wang is the Head and Associate Professor at the University of Hong Kong and Fellow of Chartered Institute of Logistics and Transport (HK) (FCILT). Born in Beijing, he received his Bachelor of Economics from the People's University of China, M.Phil. in Geography from the University of Hong Kong, and PhD from the University of Toronto. Visiting professorship includes Le Havre University. As a China port specialist, he has been involved in more than 12 research and planning projects on major ports in China since 1995, surveyed more than 26 Chinese port cities, and published widely in various international journals on issues of port governance, competition, and port-city relationships. He contributed chapters to recently published books such as *Global Logistics* edited by D. Waters (2006), and *Asian Container Ports* by K Cullinane, D-W Song (eds.) (2006). He is also the first and major editor of *Ports, Cities, and Global Supply Chains* published by Ashgate in 2007.

Seminar Abstract

This seminar presents some progress made in the early stage of our research project about the impacts of high-speed railways (HSR) on urban spatial dynamics in China. The presentation has four parts. The first part is an overview of HSR impacts on cities. The second part is an international comparison of HSR development backgrounds. One of the major differences we have identified between China and other countries with HSR systems is the fact that the HSR in China starts to pick up its fast development momentum in a much earlier stage of urbanization than that of any other countries. The third part reviews the existing literature, proposes a basic analytical framework, and suggests a set of indicators to capture six major dimensions of the intertwining relations between HSR and cities. Our conceptual model and indicators have taken into account of fast urbanization and multilayer inter-city transport systems in China. Finally, for further research we propose three key research questions regarding how HSR impacts may alter the spatial dynamics at the different geographical scales in the urbanizing China.