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How China Plans To Dominate

Designated Drivers: How China Plans to Dominate the Global

Auto Industry is an interesting book that looks at China from the vantage point of several disciplines, including economics, political science and business. On the one hand it is an informed resource on how industries move forward in China, with the Automotive sector providing a backdrop.

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industry was first designated as a “pillar” industry in 1986. Eric Thun, Changing Lanes in China: ...

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In Designated Drivers: How China Plans to Dominate the Global Auto Industry, G.E. Anderson, a specialist in finance and Chinese political economics, uses the auto

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China Plans To Dominate The Global Auto Industry to examine how China's industrial planning works, and explores whether state involvement in the economy really is a winning formula for sustainable growth.

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In China, where driving your car to a restaurant will help give you "face", designated driver services are booming and Zhao Yamin is blazing a trail as one of the few women driving Beijing's ...

Designated driver services booming in China - ABC News
China. The designated driver services in China are still in their initial stages. Some companies provide professional services for public such as Hong Kong Designated Driver Limited (HKDD) or easydrive, which help individuals to safely get home in their own cars. HKDD provides Android and iOS mobile apps for their users. Partnerships

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Designated driver - Wikipedia

Anderson, Greg, Designated Drivers: How China Plans to Dominate the Global Auto Industry, book talk at the USC U.S.-China Institute, 2012. China Association of Automobile Manufacturers; Statistical Information Network of China Association of Automobile Manufacturers (in Chinese) China Society of Automotive Engineering

Automotive industry in China - Wikipedia

The BBC has seen the plans for the new Border Control Post (BCP), which will be built at Larne harbour as a consequence of Brexit. It is a facility for inspecting

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Designated driver service is a new sector in China and laws and regulations are absent, Chen said. "There is no government department in charge of the service." Liu Jing, the manager of Changyinwuyou in Beijing, holds a similar opinion. "Many problems still exist in the sector," said Liu.

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and their car home, either they ride their minibike to the next job, or hail a car themselves if it's too far.

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Zephyr's top tips: Being the designated driver. Find an alcohol-free alternative to your favourite festive tippie that still feels like a treat. If you end up shuttling lots of people back and forth, make sure they contribute petrol funds. Take advantage of the special offers available for designated drivers. Some venues offer free drinks to ...

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An in-depth look at the Chinese

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car industry that sheds new light on the delicate nature of China's planned economy. China's unprecedented growth over the last three decades, along with the recent financial crisis in the West, has raised questions about the superiority of state-led capitalism. In *Designated Drivers: How China Plans to Dominate the Global Auto Industry*, G.E. Anderson, a specialist in finance and Chinese political economics, uses the auto industry to examine how China's industrial planning works, and explores whether state involvement in the economy really is a winning formula for sustainable growth. Bringing to light the strengths and weaknesses that define the Chinese economy, Anderson finds

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that in some ways the government has become its own worst enemy, unable to choose between industrial competitiveness and social stability. While the economy is booming now, evidence suggests that long-term success is far from assured. Tracing the evolution of the post-Mao auto industry through thirteen case studies, *Designated Drivers* raises the difficult questions about the future of China that few people have dared to ask. Offers a unique insight into the Chinese economy through the lens of the auto industry Explores how successful the central government has been in spurring economic growth and the long-term costs of intervention Uses

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China studies to illustrate China's explosive growth over the last three decades A painstakingly researched analysis of the Chinese automobile industry, Designated Drivers explains the risks and rewards inherent in doing business in China that anyone interested in, or already working there need to understand.

Why has “car society” proven so durable, even in the face of mounting environmental and economic crises? In this follow-up to his magisterial Atlantic Automobility, Gijs Mom traces the global spread of the automobile in the postwar era and investigates why adopting more sustainable forms of

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China Has Proven So Difficult. Drawing on archival research as well as wide-ranging forays into popular culture, Mom reveals here the roots of the exuberance, excess, and danger that define modern automotive culture.

Das Buch analysiert, weshalb chinesische Technolgienormen von internationalen Normen abweichen. Die Basis der Analyse lieferten vier Feldforschungsaufenthalte in Peking, bei denen insgesamt 70 Experteninterviews durchgeführt wurden. Daraus resultierte eine detaillierte Case-Study zum chinesischen Normungssystem und speziell dem Bereich der Elektromobilität. Die Anwendung der Komplexitätstheorie zeigt,

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dass die Entstehung abweichender Normen einen wesentlichen Bestandteil in der Weiterentwicklung des chinesischen Normungssystems einnimmt und beschreibt diese Entwicklung anhand eines 3-Phasen Konzeptes. Das Buch schließt eine Lücke in der bisherigen Forschung, insbesondere da der Fokus auf einem Entwicklungsland liegt, dessen Normungssystem sich im Wandel befindet. Sabrina Weithmann fokussiert sich weiterhin auf regenerative Energietechnik und untersucht den Einfluss entsprechender Geschäftsmodelle auf die Normung und Regulierung in der Energiewirtschaft.

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China Plans To Dominate The Global Auto Industry
In *Designated Drivers*, Lu Zhang explores the current conditions, subjectivity, and collective actions of autoworkers in the world's largest and fastest-growing automobile manufacturing nation. Based on years of fieldwork and extensive interviews conducted at seven large auto factories in various regions of China, Zhang provides an inside look at the daily factory life of autoworkers and a deeper understanding of the roots of rising labor unrest in the auto industry. Combining original empirical data and sophisticated analysis that moves from the shop floor to national political economy and global industry dynamics, the book develops a multilayered framework for

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Understanding how labor relations in the auto industry and broader social economy can be expected to develop in China in the coming decades.

China is on track to exceed the United States as the world's largest economy in the next several years. It is already the leading global trading nation. Even though its growth rate has recently slowed from years past, China has had the fastest yearly growth rate of any country for much of the last three decades. In *China's Economy: What Everyone Needs to Know*, Arthur Kroeber offers an overview of the highlights of China's development since economic reforms were initiated under Deng Xiaoping in

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1979. He argues that

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manufacturing, agricultural change, and construction reoriented the economy in the 1980s and 1990s through state-owned enterprises, private entrepreneurship, and foreign investment. Those shifts unleashed perhaps the largest migration ever in world history from rural areas to urban centers, accompanied by a no less unprecedented expansion of infrastructure. Changes in the country's fiscal and financial systems vastly increased China's monetary holdings from the 1990s onwards, leading to the country's strategic holding of more U.S. debt than any other nation. Kroeber also examines economic growth as it has been

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China Plans To Dominate The Global Auto Industry experienced by Chinese workers and consumers, including the mounting problems of income and wealth inequality, corruption, and environmental degradation. Kroeber ultimately turns to the consequences of Chinese economic growth: its decisive impact on the world economy, its visible and challenging resource extraction from Africa and Latin America, and its increasing engagement with global economic institutions.

Analysing developments in digital technologies and institutional changes, this book provides an overview of the current frenetic state of transformation within the global automobile industry. An ongoing transition brought about

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by the relocation of marketing, design and production centres to emerging economies, and experimentation with new mobility systems such as electrical, autonomous vehicles, this process poses the question as to how original equipment manufacturers (OEMs) and newcomers can remain competitive and ensure sustainability. With contributions from specialists in the automobile sector, this collection examines the shifts in power and geographical location occurring in the industry, and outlines the key role that public policy has in generating innovation in entrepreneurial states. Offering useful insights into the challenges facing emerging economies in

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China Attempts To Dominate the automobile industry, this book will provide valuable reading for those researching internationalization and emerging markets, business strategy and more specifically, the automotive industry.

This new edition of Globalizing Human Resource Management examines the strategic and global issues of HRM by showing how organizations address the tradeoffs between global integration and local responsiveness. Sparrow, Brewster, and Chung discuss varying methods of globalized talent management and employer branding and conclude with a multi-dimensional approach to

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HRM. The second edition includes: Updated analyses of talent management, employer branding, and outsourcing of HRM Broader geographic focus, including a new focus on Asian firms and other emerging markets Exploration of the impact of strategic management thinking on HR as well as the latest research in other areas, such as operations, marketing, and economic geography Complementing traditional international HRM texts, this is an ideal book for any student interested in the actual strategic logics being pursued by the HR function today.

Cars, Automobility and Development in Asia explores the

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nexus between automobility and development in a pan-Asian comparative perspective. The book seeks to integrate the policies, production forms, consumption preferences and symbolism implicated in emerging Asian automobilities. Using empirically rich and grounded analyses of both comparative and single-country case studies, the authors chart new approaches to studying automobility and development in emerging Asia.

New industrial centres are emerging in the so-called BRIC countries (Brazil, Russia, India, and China), where large numbers of plants have been constructed in recent years, creating many

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China Plan To Dominate The Global Auto Industry manufacturing jobs. But what does industrial work look like in these locations? Up until now, much of the interest in developing country industrialization has concentrated on the poor working conditions that characterize some export-oriented sectors in emerging economies, most notoriously in the garment industry. In contrast, the concern of this book is with the modern facilities of multinational or local manufacturers that reflect aspirations for a process of industrial upgrading that might foreshadow the future for these countries. The book provides an analysis of work, its context, and the situation of employees in plants in the BRICs focussing on

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three main questions: What differences and common features can be ascertained in a comparison both of countries and firms in terms of workplace HR management and production systems? What evidence is there for either a 'high road' or 'low road' developmental path in the BRICs? How are corporate standards implemented in these local contexts? The book addresses an academic audience as well as managers and trade unionists. For the former, it offers a systematic comparison of the four countries and the companies under study. For the latter, it offers a vivid account of challenges the companies face in the BRIC countries as well as the solutions adopted by the

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Today, a large proportion of the world's states are under authoritarian governments. These countries limit participation rights, both in the political sphere and in the workplace. At the same time, they have to generate consent in the workplace in order to ensure social stability and prevent the escalation of conflicts. But how do companies generate consent given that employee voice and interest representation may be limited or entirely absent? Based on a review of research literature from sociology, organizational psychology, and behavioural economics, this book develops a theory of consent generation and

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distinguishes three groups of consent-producing mechanisms: socialization, incentive mechanisms, and participation and interest representation. It presents an empirical analysis of how these mechanisms work in Russian and Chinese automotive factories and shows how socio-cultural factors and labour regulation explain the differences between both countries regarding consent and control in the workplace. The book contributes to two research debates. First, it examines the generation of consent in the workplace—a core topic of the sociology of work and organization. Its particular focus is on consent generation in authoritarian societies. Secondly, the book contributes to the

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debate about the reasons for the completely different trajectories of post-communist Russia and China. The book provides an empirical analysis that explains the different work behaviours of employees in both countries and links the micro-level of the workplace and the macro-level of institutions and organizational cultures.

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