

Factory Towns of South China

An Illustrated Guidebook

Edited by Stefan Al



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Factory Towns of South China

An Illustrated Guidebook

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In 2008, when a British man discovered photos of what appeared to be a young factory girl posing at an assembly line on his brand new iPhone, the Shenzhen factory worker became an overnight Internet superstar. The photos were uploaded onto an online forum and went viral. People all over the world started to speculate about the identity of “iPhone Girl.”¹ In reality, she is one of the many rural migrants who have flocked to major cities in China in search of a job. Like many “factory girls” and “factory boys,” she worked for a large manufacturing corporation, namely, the Taiwanese electronics giant—Foxconn—the world’s largest manufacturer of electronic components.

Foxconn City is a walled complex that measures about three square kilometers. It is located in Shenzhen and is home to 420,000 factory workers.² The compound itself is practically a self-contained city with its own fire brigade, hospital, bank, television broadcasting station and even Foxconn-stamped manhole covers. The photo of iPhone Girl only shows a glimpse of what occurs within the walled compound. However, it has opened a window to allow consumers to see past the fine print “Assembled in China.” Through modern technology and efficient means of transportation, many major international corporations are able to implement offshore manufacturing in countries where labor is cheap. These laborers work long hours and make only a few dollars a day. It is an ironic and poignant fact that iPhone Girl will

probably never be able to afford an iPhone.

When China began its economic reform in 1978, factory owners saw it as an opportunity to utilize the country’s growing labor supply, whose low cost and docility have been maintained by deepening inequalities and limitations on workers’ rights. They brought jobs into China, which in turn attracted the poor rural residents to migrate to cities like Shenzhen in hopes for a better life. However, the official number of migrant workers is controlled through China’s household registration system, or *hukou*. This system was codified in the 1950s to constrain the movement of villagers to urban areas by designating all Chinese citizens as either “rural” or “urban” residents and by requiring official permission for permanent migration. Despite government control, major cities like Shenzhen experienced a population spike. What used to be a fishing village with a population of 280,000, Shenzhen rapidly became a megacity when it was appointed to be a Special Economic Zone in 1980. Within thirty years, the city’s population increased fiftyfold to an estimated 14 million residents. Without a doubt, southern China has become the “factory of the world” with the largest industrial region on earth.

In spite of decades of rapid growth in the south of China, this new global center of production is relatively invisible to the West. The mass-produced consumer products distributed all over the world and to a myriad of malls come primarily from one region in the south of

China, the Pearl River Delta (PRD). The delta spreads around the Pearl River estuary in Guangdong Province, where the river flows into the South China Sea. The PRD is a 26,000-square-kilometer megacity region with a population of 120 million, and houses many of the world’s largest manufacturing companies. It is also home to a floating population of more than 30 million migrant workers who move in and out of the towns based on the ebb and flow of their hometown festivals and work opportunities.

“Shenzhen speed,” a term referring to the velocity of urbanization in Shenzhen, has now become common vernacular. The city and other surrounding urban areas have transformed so rapidly that they are no longer recognizable. The region has traded its picturesque agrarian qualities for the grim industrial metropolis—commonly recognized by the urban sprawl, central traffic congestion and environmental degradation. Interests of private developers including factory owners have mainly led the haphazard growth. However, the emergence of these gritty industrial landscapes scattered along the Pearl River Delta must be seen within the context of volatile shifts of retail-led value chains in a global political economy. Although these landscapes lie conveniently out of sight from the centers of consumer society, they make up the other side of this Janus-faced economic geography.

This book documents these South China factory towns, exposing the gritty establishments,

their crowded dormitories and the monotonous labor carried out by factory workers. Although much research has examined the political economy and growth of the PRD, little effort has gone toward understanding its factory towns as places with their own urbanisms. The dynamics behind this urban typology can be both architecturally astounding as well as ethically disturbing. These factory towns attract individuals to migrate from their villages in search of a better life. Some of these factory towns function as self-contained centralized cities, with as many as 400,000 workers living within the compound. Other factories lie scattered in larger villages to mask their existence from the authorities, in order to evade governmental crackdown on the production of fake consumer goods and illegal casino machines. Little is left of the utopian impulses of the Western company town experiments of the nineteenth century, or the social factors in communist China's work unit, the *danwei*.

From an architectural point of view, some of these older government-established factory complexes are astonishing cultural heritage sites. However, over time, the facilities slowly deteriorate in physical terms as well as in long-term sustainability as factory owners face new environmental and labor regulations. In contrast to the horrid living conditions offered by older factories, some major corporations are building factory towns that resemble luxury resorts, with physical attributes such as marbled floors, green lawns and dormitory bungalows. This is done to attract the increasingly demanding labor cache. Despite the five-star façade offered by these newer factories, the factory towns are currently caught in a moment of turmoil. In 2010, a number of factories located in the south of China made headlines

in newspapers across the globe with distressing images of factory worker suicides and strikes. Of all the factory towns in South China, Foxconn City suffered the largest impact, with a staggering number of fourteen reported suicide deaths within an eleven-month period, including a double suicide. The suicides were rumored to be driven by the long working hours, alienation, low wages and strict company deadlines. In order to prevent workers from leaping off heights to death, the company ended up attaching large safety nets to the factory buildings, to act as suicide prevention nets.

While Foxconn struggled with increasing suicide rates, others like the Honda Auto Parts factory in Foshan suffered from strikes, symptomatic of a moment in which millions of laborers are beginning to be more assertive in their demands for their working environment, rights and higher wages. The rise of minimum wages was by far the most alarming news to both producers and consumers as they began to worry about an increase in the cost of goods. Additionally, the Chinese government pressured these companies to implement clean, environmentally friendly and high-value-added manufacturing practices. Further, the influx of foreigners and migrants to the south of China has also contributed to inflation of land prices. Adding fuel to the fire, the global financial crisis dealt a major blow to already struggling companies. As a result, particularly smaller low-value-added companies were forced to pack up, and some factory towns began to slowly empty out. Ironically, these are the same factories that were largely responsible for the Chinese economic miracle. "China does not want us anymore." This quote from a representative of the Chinese Manufacturers' Association reflects the perception of severity

stemming from China's new laws and legislation with regard to commercial production. The foreign investors who once saw South China as a business opportunity are now searching the globe for more profitable conditions, in China's western and central cities and in countries like Vietnam and Indonesia.

Now as some factories lie abandoned, a critical evaluation of the factory town is overdue. A clue to a possible future direction of the factory town can be found in the existing factory town types. The name "factory town" stands for a collection of industrial buildings that can be completely different in terms of organization and structure. Some function as isolated cities dominated by a single company, much like a company town, while others are like industrial districts in which different companies share facilities and services. At some places, workers live within the factory compounds in dormitories; at others, they live off-site in dense urban villages or bunk bed-filled apartments. Some building complexes are architecturally stunning industrial heritage sites worthy of reuse, while others have been built to be discarded. This taxonomy hints at potential futures for the factory towns.

It suggests that the model of the isolated factory town is defunct, since it alienates workers from the city, and it expires more quickly because it is more difficult to redevelop for a different purpose. This model made sense when corporations entered the still undeveloped Pearl River Delta and had to build communities from scratch, including dormitories, kindergartens, movie theaters, and hospitals within the factory compounds. Now that the surroundings are fully urbanized, factories can return these services to the city, and link to urban areas with public transportation. Then,

in view of the rapidly shifting conditions of production and consumption in the global economy, the afterlife of factory complexes should be considered. Factories could be designed as temporary structures that can be demounted, or as long-lasting buildings or infrastructure with a post-industrial future in the city. One factory owner even imagined his factory to sit on a boat, so that it could sail from country to country depending on minimum wage fluctuations.

Whatever the future holds, it is important to understand the present condition. This book attempts to provide a glimpse of life in the factory town by adding images to stories. It uses the genre of the illustrated guidebook as a way to make visible the living conditions of the worker, in addition to popularizing otherwise less accessible research to an audience beyond the urban scholar, which is bilingually presented to both English and Chinese readers. The illustrated guidebook is a genre that appears particularly relevant to the research of urban environments, as it is lavishly decorated with maps, diagrams, photos and drawings that might as well appear in an urban design journal. In addition, the illustrated guidebook allows for a comprehensive and balanced view through supplementing visual information with stories, anecdotes and quantitative data. Urban researchers, often confined to more traditional forms of writing, have yet to exploit the genre.

Besides being visually rich and accessible to a broader audience, the genre is inherently interdisciplinary. The section on background facts in the book—Urbanization, Demographics, Economics, and Infrastructure—covers a wide range of perspectives on the phenomenon, from the disciplines of urban planning, geography, architecture, sociology, and anthropology. In addition to

visual representations of data, various scholars and experts have contributed essays to provide a deeper understanding on the topic. For instance, migration statistics are supplemented with articles that explain how such a migrant population is structurally produced by the household registration system, or what it means for migrant workers to belong to multiple places. Such a multiperspectival approach enables a more intricate and comprehensive understanding of the topic.

The following section of the book features the factory town case studies conducted by graduate students in the Urban Design Program of the University of Hong Kong. Students, having studied the factories and daily lives of the workers, mapped out and zoomed into various dimensions of the factory town which are now presented under the headings: Regional Map, Factory Buildings, Production Line, Shopping Guide, Wining and Dining, Accommodation, Employee of the Day, and Around the Clock. Some of them struggled to get access beyond the barbed wire that encircled compound walls of the factory complexes, and at times were even threatened by security guards and watch dogs. But others were welcomed warmly into factories and presented with ample product samples. With them, workers shared stories ranging from the pressures of hard and repetitive physical labor, to aspirations for upward social mobility for their children and themselves. Every so often they expressed feelings of isolation and boredom, or happiness found in pastime pleasures and assembly line romance.

In order to present a multifarious narrative, the case studies are sampled in such a way as to show a wide range of factory towns distributed throughout the South

China region, manufacturing products as diverse as ships, cars, video game machines, LED displays, ceramic tiles and sculptures, greeting cards, soy sauce, and even action figures.

The sequence of the case studies mirrors the process of development in China. Traveling counterclockwise around the Pearl River Delta, from Hong Kong, to Shenzhen, Dongguan, Guangzhou, Foshan and Zhongshan, one can witness different phases of capital accumulation, which partly explains the industrial variation amongst different cities in the Pearl River Delta. Hong Kong has long retired its industrial manufacturing, which it housed in vertical factories, and had exported it to Shenzhen in the 1980s. Shenzhen is now shifting up to high-value-added manufacturing and information technology, and so is Dongguan—previously known for its labor-intensive manufacturing such as toys, textiles and footwear—moving toward producing IT products such as computers parts. Guangzhou, capital of the Guangdong Province, has most of the older state-owned factories, and ambitiously seeks to expand in order to reclaim its historical importance. Meanwhile, the low-value-added manufacturing industries are relocating to the relatively underdeveloped Foshan and Zhongshan—known for producing garments, food products and ceramics—and to China's inner cities, a move which may gradually reduce the unequal regional development within China.

This is not a typical guidebook. It is not written with tourists in mind as the readership, but from the perspective of a factory worker. It does not cover tourist sights, but features the facilities of factories, representing the current situation in which factories compete against each other to attract labor. It does not just document the status quo, but seeks to uncover future

possibilities. Serving as a potential guide are the provocative design solutions, incorporated as “real estate advertisements.” This project thus seeks to subvert the genre, embedding it with a different political purpose. In this way, it attempts to be a *détournement* from the typical illustrated guidebook.

This book’s images fit in a politics of visibility. The book was produced from shopaholic Hong Kong. A white haze of polluted particles often covers the “city of malls,” without showing the least physical trace of the south Chinese factories. The shroud temporarily limits visibility to the adjoining mainland factory region, concealing the origin of the commodities in the local shopping windows. Disguised in flashy graphics and the genre of the guidebook, this book attempts to be just such a collection of traces and particles, yet one that acts as a

“gentle” reminder of the existence of the south Chinese factory towns, the transitory home of millions of iPhone Girls. If the photos left on the phone had unintentionally given a face to an anonymous and invisible factory girl, then this book is a deliberate attempt to bring to the foreground real lives and places within the compounds of South China factory towns.

Notes

1. For a more in-depth discussion on “iPhone girl” see Ananya Roy, “Postcolonial Urbanism: Speed, Hysteria, Mass Dreams.” In *Worlding Cities: Asian Experiments and the Art of Being Global*, edited by Ananya Roy and Aihwa Ong, 307–332. Oxford: Wiley-Blackwell, 2011.
2. Austin Ramzy, “Chinese Factory under Scrutiny as Suicides Mount.” *Times*, May 26, 2010.

華南工廠城：圖示指南手冊

中國在經濟改革開放後，廉價的勞動力受到外國投資者的注意，工業迅速發展起來。在中國南方，很多外資公司都展開了大規模的工業生產，建立了不少擁有完善配套設施的「工業城」。工人在工業城中工作、居住及生活，雖然待遇不斷改善，工業城的環境質素亦不斷提高，但封閉的環境及單調的生活構成了種種問題，其中以富士康廠房的自殺事件最為轟動。

本書不是一本普通的「工業城指南」。筆者從工人、建築規劃及社會倫理的角度出發，就中國南方工業城的現況作出討論。透過不同的個案研究，記錄了工業城的規劃及類型、工人在工業城裏的生活和工作情況，以及他們面對的問題，繼而探討在日新月異的經濟及社會情況下，工業城未來的發展路向。



Images left by a factory worker on an iPhone caused worldwide interest in Foxconn City's smiling "iPhone Girl."

DONGGUAN

東莞

Dongguan city is situated at 23°02" north latitude and 113°45" east longitude. It is located in the northeast part of the PRD with the Pearl River to the west, and also borders the cities of Guangzhou, Shenzhen and Huizhou.

In terms of administration, Dongguan is a prefecture-level city in Guangdong Province, governing 28 towns and central districts. It is one of only three prefecture-level cities in China without county level. This special administrative system provides every town in Dongguan an equal opportunity to develop.

After China adopted its "Open Door" policy, Dongguan began its fast economic development. Today Dongguan is a famous industrial hub, being home to all types of factories making many of the world's best-known brands. For a long time the city has offered great opportunities for both workers and investors, local and foreign.

Despite the competitive advantages the city has offered to industry, the recent global financial crisis has caused a number of smaller manufacturers to go out of business. Is this a temporary blip or is this a sign of things to come? Is the government's encouragement of the tertiary sector indicative of the city's postindustrial future?

廣東省東莞市位於北緯 23 度 02 分，東經 113 度 45 分，地處珠江三角洲東北部，西臨珠江口，與廣州市、深圳市、惠州市接壤。

從行政區域上而言，東莞市是隸屬於廣東省的一個地級城市，除了 4 個中心城區之外，管轄 28 個鎮，是全國三個不設縣級編制的地級市之一，特殊的城鎮體系帶給每一個鎮迅速發展的同等機會。

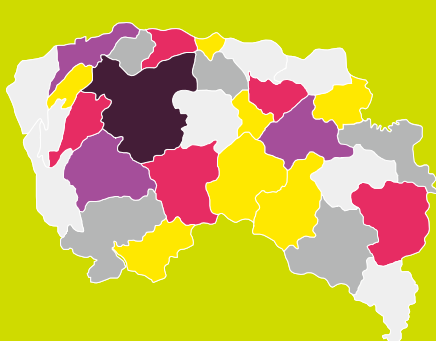
中國改革開放之後，東莞告別了農業時代，進入了一個工業高速發展的時代。如今，毫無疑問，東莞以其工業和服務業聞名世界，各種類型規模的工廠和酒店遍布市區和 28 個鎮。同時，發達的製造業和投資機會吸引了來自中國各省的工人和世界各地的投資商，這個城市用最廉價的勞動力創造着全世界最巨大的財富。然而，金融危機之後的東莞面對着中小企業關閉、廠房空置、舊工業區衰落的窘境，以及「退二進三」的國家政策。這座世界工廠將如何調整？工業還會在東莞興盛多少年？它會否將面對後工業時代的到來？



Land Use 土地利用

27% of the total area is water, 25% is forest, 13% is farmland, and 35% is urban.

東莞面積的 27% 為水域，25% 為森林，13% 為耕地，35% 為城市。



Subdistricts 城鎮體系

Dongguan is divided into 28 towns and 4 city proper districts.

東莞市管轄 4 個中心城區，28 個鎮，不設縣級編制。



Industries 工業類型

Dongguan produces a wide range of products, with its focus being the electronic and IT industries.

東莞的工業以資訊電子類產品為主，此外還涵蓋了製鞋、製衣、家具、機械等。

History 歷史

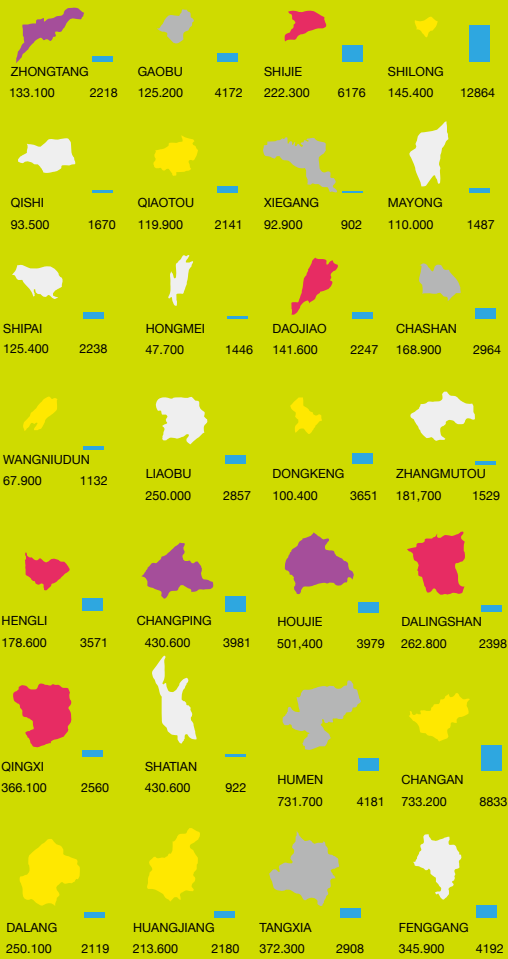
Dongguan 東莞



Dongguan has been designated into four historical conservation zones.
東莞劃定了四個文物保護區。



Major battles in the Opium War were fought at Humen Town, Dongguan.
「虎門銷煙」發生在東莞的虎門鎮。



Total Population Density: (person/km)

CENTRAL 862.900 3703



Qing Dynasty



Republic of China



Qing Dynasty

1839

1845

1925



Currently, Dongguan is building its new city centre where public and culture facilities, such as an exhibition hall, a library, and museums are located.

東莞正在建設的新城市中心，集中了文化建築，如展覽館、圖書館、博物館等。



Dongguan launched the construction of Songshan Lake Industry Park in 2002. The whole area follows a planning concept emphasizing the integration of natural landscape and science technology.

松山湖科技產業區於2002年開始建造。整體的規劃試圖營造自然景觀和科技相結合的高科技產業公園。

Dongguan upgraded to an area-level city

In 1988, the Central Chinese Government announced that Dongguan would be upgraded to an "area city" and there would be no designations at the county level. As a result, the surrounding 28 towns are governed by the Dongguan City Government, giving them equal opportunity for economic development.

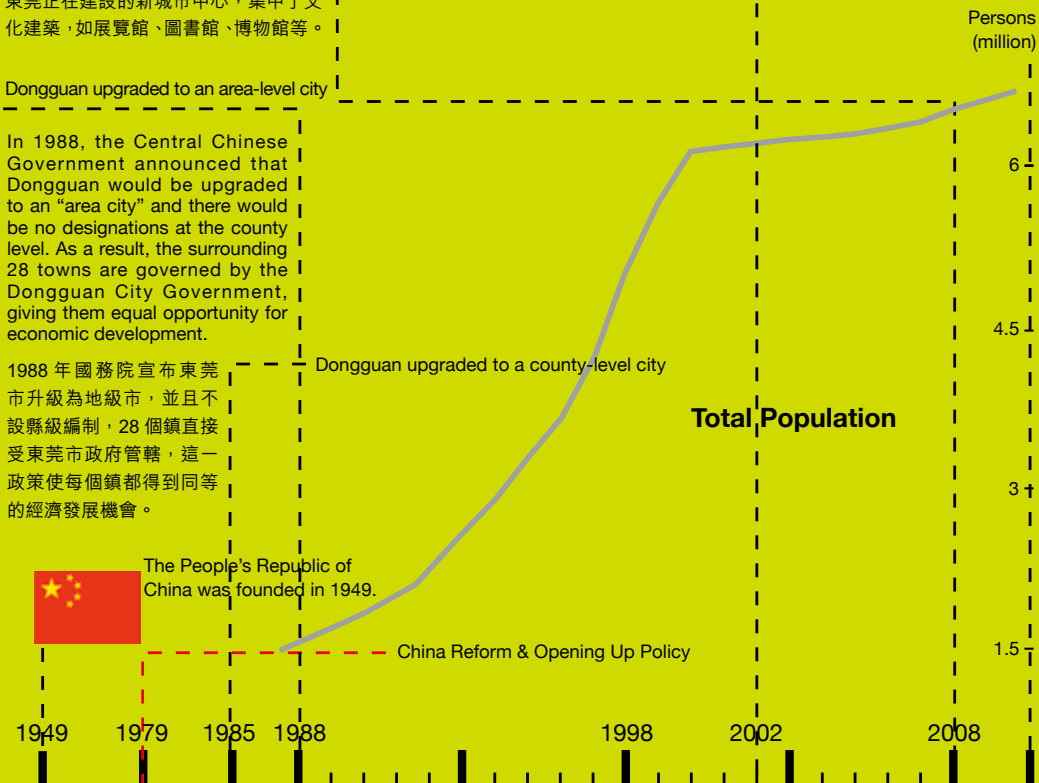
1988年國務院宣布東莞市升級為地級市，並且不設縣級編制，28個鎮直接受東莞市政府管轄，這一政策使每個鎮都得到同等的經濟發展機會。

Dongguan upgraded to a county-level city

Total Population

The People's Republic of China was founded in 1949.

China Reform & Opening Up Policy

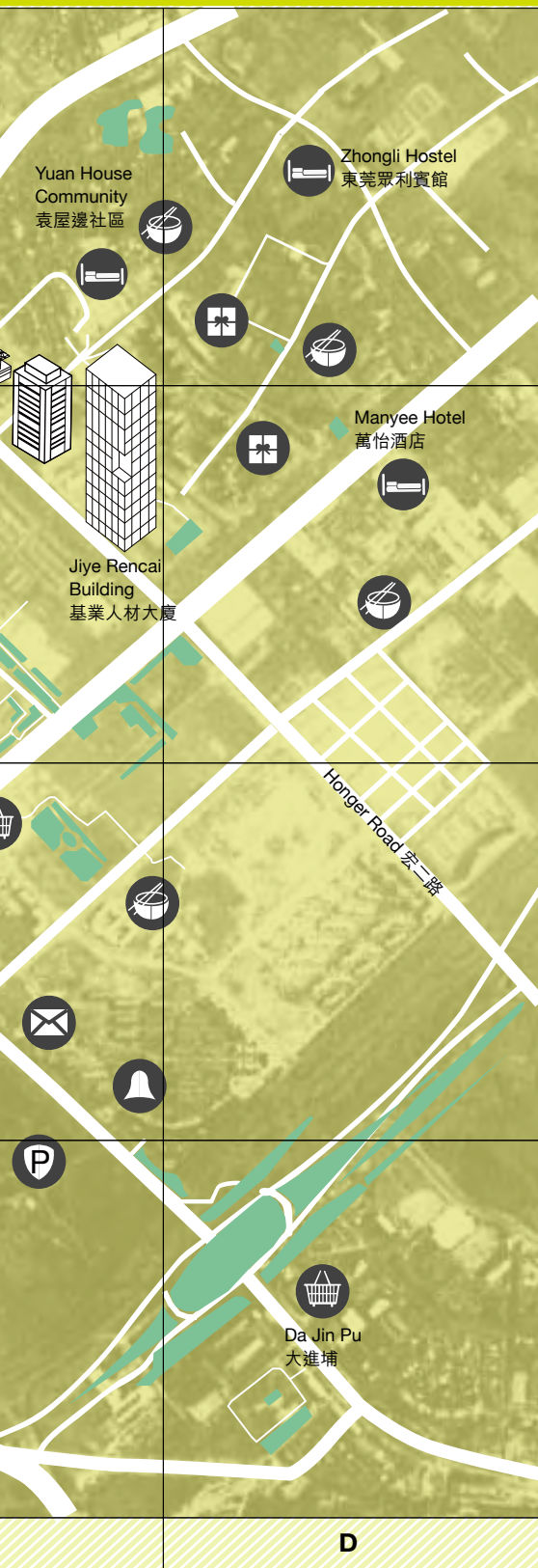


Dongguan 東莞 Nancheng District 南城區



Dongguan 東莞

Dongguan Ideal Automobiles Co. Ltd. 東莞理想汽車公司



Dongguan Ideal Automobiles Co. Ltd.

東莞理想汽車公司

Ideal Automobiles was established in 2001 and it is located at the most accessible area near Guantai Road. The company has production lines, wholesales, and repair and maintenance services. It is one of the leading brands in China.

理想汽車公司於 2001 年在東莞莞太路設廠，對外交通完善，公司設有汽車製造、銷售及維修服務，是中國一代自主品牌汽車龍頭之一。



Wah Jian Group — Wah Bao Shoes Co. Ltd.

華堅集團—華寶鞋業有限公司

The company relocated its base in October 1996 from Nanchang of Jiangxi Province to Dongguan Nancheng district. Its products are exported to the European and the American markets.

華堅集團華寶鞋業有限公司於 1996 年 10 月由江西南昌遷至東莞市南城區，已逐步成為多元化業務，產品全部出口歐美。



Taiyo Cable (Dongguan) Co.Ltd.

太陽電線（東莞）有限公司

Taiyo Cable (Dongguan) Co. Ltd. was established in 1996, and is entirely invested by the Japanese Taiyo Cable joint-stock company.

太陽電線（東莞）有限公司成立於 1996 年，是由日本太陽電線株式會社 100% 出資的日本獨資企業。



Dong Xing Packing Paper Product Ltd.

東興紙品廠

The company was established in 1990, and its products are mainly exported to Taiwan.

東興紙品廠於 1990 年在東莞設廠，產品主要輸出台灣。



A1 A2 Guantai Road 莞太路



B1 B2 Golden One Road 黃金一路



C Auto-parts building 汽車零部件廠



D Spray painting & modeling building 噴漆和模版廠



E Storage warehouse 零件倉庫



F Showroom & sales area 展銷廳



G Automobiles store area 汽車儲備場



Factory name: Dongguan Ideal Automobiles Co. Ltd.
Factory address: Guantai Road, Dongguan
Plot size: 7.0 hectares
No. of workers: 100
Construction era: 2000s

工廠名稱：東莞理想汽車公司
工廠地址：東莞市莞太路
用地面積：7 公頃
工人數量：100 人
建設年代：2000 年代

Service center
維修服務中心

The factory has a storage capacity of 800 cars. This area also provides test drive areas. Ideal Automobiles sells approximately 100 cars per month, and is one of the most popular brands in China.

這裏有超過 800 部汽車存放在儲車場，又提供場地和駕車師父親身教授駕駛技術，學車人士無需另覓地方學車，既方便又安全。至於銷量方面，每月平均能賣出超過 100 輛汽車，可算是在國內受歡迎的品牌之一。

Dormitory building
宿舍大樓

Showroom & sales department
展覽及銷售部

Office
辦公室

Production line 1
生產線 1

Production line 2
生產線 2

Warehouse
零件倉

Dongguan 東莞

Dongguan Ideal Automobiles Co. Ltd. 東莞理想汽車公司

Production Line 生產流程

Materials:

Aluminum alloy
Automobile parts
Engine

原材料：

鋁合金、零件、引擎



Stage 1

Transfer the car frame to the middle of the production line and carefully place the engine into the frame.

第一階段

先將預製的汽車車架放在運輸帶上，然後將引擎放上汽車上。

Stage 2

Installation of doors, glass panes and other accessories.

第二階段

安裝車門，汽車玻璃及其他零件。



Stage 3

Installation of the bumper, intelligent transportation system, ABS safety system and air bags etc.

第三階段

再裝上防撞桿、電腦智能系統、安全氣袋等設備。

Stage 4

After all the doors and accessories have been installed, technicians will check the lighting and computer system to make sure it is functional. The manufacturing process is now complete and the car is driven outside for testing.

第四階段

所有零件及設備裝上車身後，最後程序是檢查有沒有完全安裝成功，之後也會檢查電腦系統及照明設備，如一切妥善無誤，這部車就完成，可以推出試車場進行試車。



Shopping Guide 購物指南



Product 2 ★★★★★

Name: F8 Leading brand

Features: 1. Two doors
2. Automatic open top

Mass produced since: 2010

Price: RMB 206,800

理想 F8 硬頂敞篷休閒轎跑車凝聚了理想多年成功造車經驗，融合了國際汽車製造領域最尖端的汽車科技，全面展現了理想汽車強大的技術研發實力，填補了國內硬頂敞篷轎跑車市場的空白，可謂里程碑式的經典之作。

Product 3 ★★★★★

Name: F8 Luxury brand

Features: 1. Two doors
2. Automatic transmission

Mass produced since: 2010

Price: RMB 169,800

F8 系列的豪華型，搭載理想自主研發的 BIVT2.0L 發動機，輸出 110kW，全自動變速箱可選。安全性配置有四安全氣囊，手感應、遙控、中控、行車自動上鎖車門鎖等。在都市居民忙裏偷閒、抓緊分秒享受生活的今天，F8 為年輕「潮」人一族帶來一陣「都市休閒主義」新風。



Product 4 ★★★★★

Name: F3 GL-i

Features: 1. Four doors
2. keyless smart security system

Mass produced since: 2006

Price: RMB 86,800

F3 定位面向家庭用戶，設計風格依然沒有擺脫日系車的設計思路，外形飽滿為內部留下足夠的空間基礎。圓滑的外形也為 G3 增加了不少親和力，也符合節能環保的潮流。



Best Seller! ★★★★★

Product 1

Name: F0 Modern brand

Features: 1. Four doors
2. Automatic transmission

Mass produced since: 2010

Price: RMB 46,900

F0 以「風格 JUST COOL 時尚」為設計理念的小車，吸收了歐洲最流行的設計元素，匯聚國際經典潮流，而且外觀漂亮、內飾時尚、動力強勁、養用經濟，是一款難得時尚小車。



Product 5 ★★★★★

Name: F6 Luxury brand

Features: 1. Four doors
2. Five automatic transmission

Mass produced since: 2009

Price: RMB 159,800



F6 以「超豪外觀、超大空間、超強動力、超值享受、超省油耗、超高品質」等六項超值備受消費者青睞，F6 向消費者傳達的都是一種價值信號，即強調消費者的價值。不得不說 F6 的這張牌打的很「親民」，而 F6 十萬輛的下線也證明了市場給予非常正面的回應。

Wining and Dining 工人的飲食



Interior of the canteen 員工餐廳室內環境



Canteen kitchen 員工餐廳廚房



Exterior facade of the canteen 員工餐廳外觀



二素一肉
配搭清淡
非常健康
最合心意

Lunch 午餐

Name: canteen set lunch provided for workers
Features: with three kinds of cuisine, rice and fruits
Lunch time: 12:30 pm

Taste ranking: ★★★★★

名稱：玉米火腿、椰菜紅蘿蔔、青瓜、煎蛋、白飯
特點：每天供應三至四款不同菜式的配搭，多以蔬菜為主，食材非常健康

午飯時間：下午 12:30

美味指數：★★★★



Dinner 晚餐

Name: canteen set lunch provided for workers
Features: With four kinds of cuisine, rice, soup and fruits. Snacks & drinks provided when working overtime.

Dinner time: 6:30 pm

Taste ranking: ★★★★★

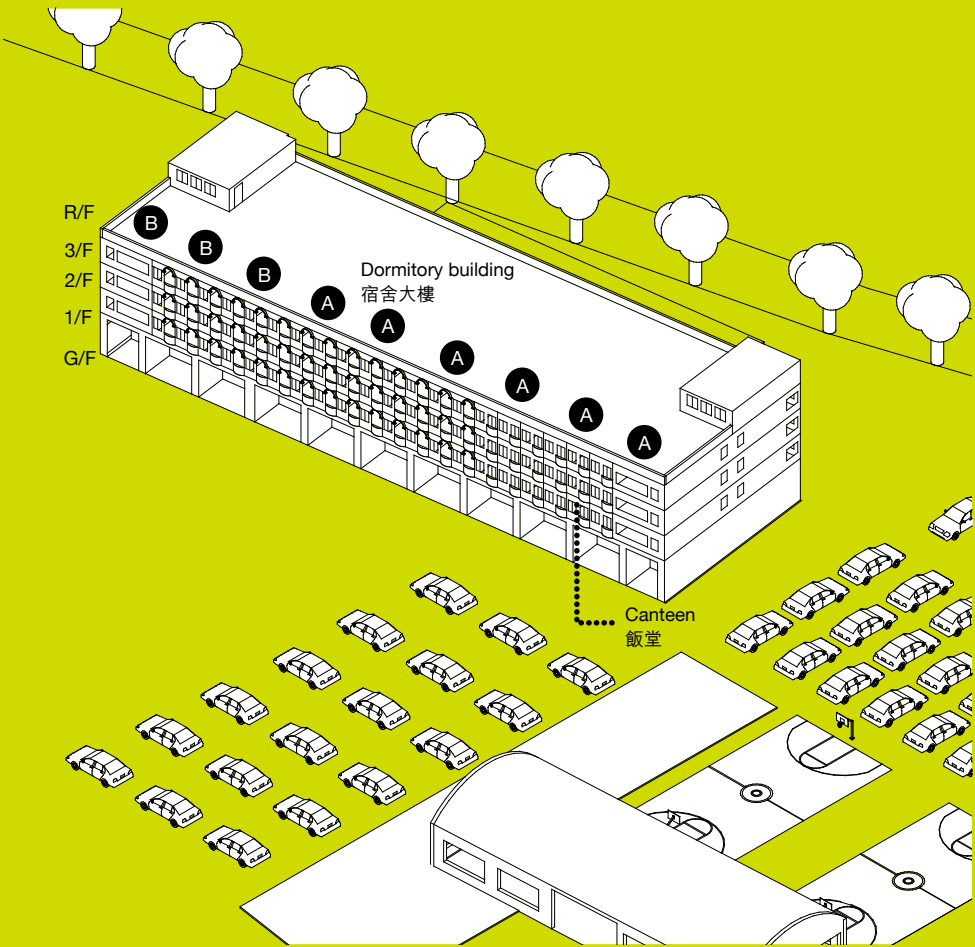
名稱：水煮魚、茄汁焗豆、菜心牛肉、清蒸豆腐、玉米湯、白飯、水果

特點：每天供應四種菜式一湯的配搭，晚上加班還可點小食及飲料

午飯時間：下午 6:30

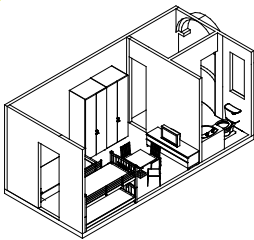
美味指數：★★★★★

Accommodation 工人的住宿



Dongguan 東莞

Dongguan Ideal Automobiles Co. Ltd. 東莞理想汽車公司



A

Family suite

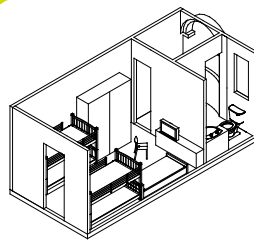
Capacity : 3-4 persons

Size of the accommodation: 19 sqm

家庭戶型宿舍

居住人數：3-4 人

面積：19 平方米



B

Worker suite

Capacity : 4-6 persons

Size of the accommodation: 19 sqm

工人合宿

居住人數：4-6 人

面積：19 平方米



Employee of the Day 今日之星

Nickname: Ah Ye
Age: 23
Hometown: Anhui Province
Marital status: Single
Education: Technical institute graduate
Post: Automobile technician
No. of years in the factory: 1
Monthly income: RMB 2,500
Other working experience : Nil

暱稱：亞葉
年齡：23
家鄉：安徽省
婚姻狀況：未婚
學歷：2009 安徽技術學院畢業
職位：汽車零件技術員
在此工廠的年資：1 年
月薪：RMB 2,500
其他工作經驗：沒有

Workers' uniform in the factory 職員制服



My first job

This is my first job after graduating from technical school. The job is challenging and I really enjoy working in here.

第一份工作

這是我從技術學院畢業後的第一份工作。我本身很有興趣從事汽車製造的行業。希望有一天能升為管理層。

My leisure activities

Karaoke, basketball, mahjong, and table tennis

消閒活動

在閒日子時我比較喜歡和朋友打麻雀消磨時間，也會打籃球、乒乓球、KTV 等……

Interesting anecdote

I once installed the tyres incorrectly, which led to my colleagues also making mistakes in the subsequent procedures.

入行有趣經歷

曾試過一次安裝汽車輪胎時錯誤地倒轉內外的安裝方向，令負責安裝彈簧的同事也裝錯了，哈哈！

What I think about the factory

The factory gives me a lot of opportunities to learn; the boss is nice and cares for everyone. Workers live in the dormitory; we can build up a close relationship with each other. I love the car industry and I really love this place.

對工廠的感覺

這裏提供很多學習機會，老闆也關心我們，常有聯誼活動。我也認識了很多好友，真的喜歡在這裏工作。

Becoming a registered resident in Dongguan

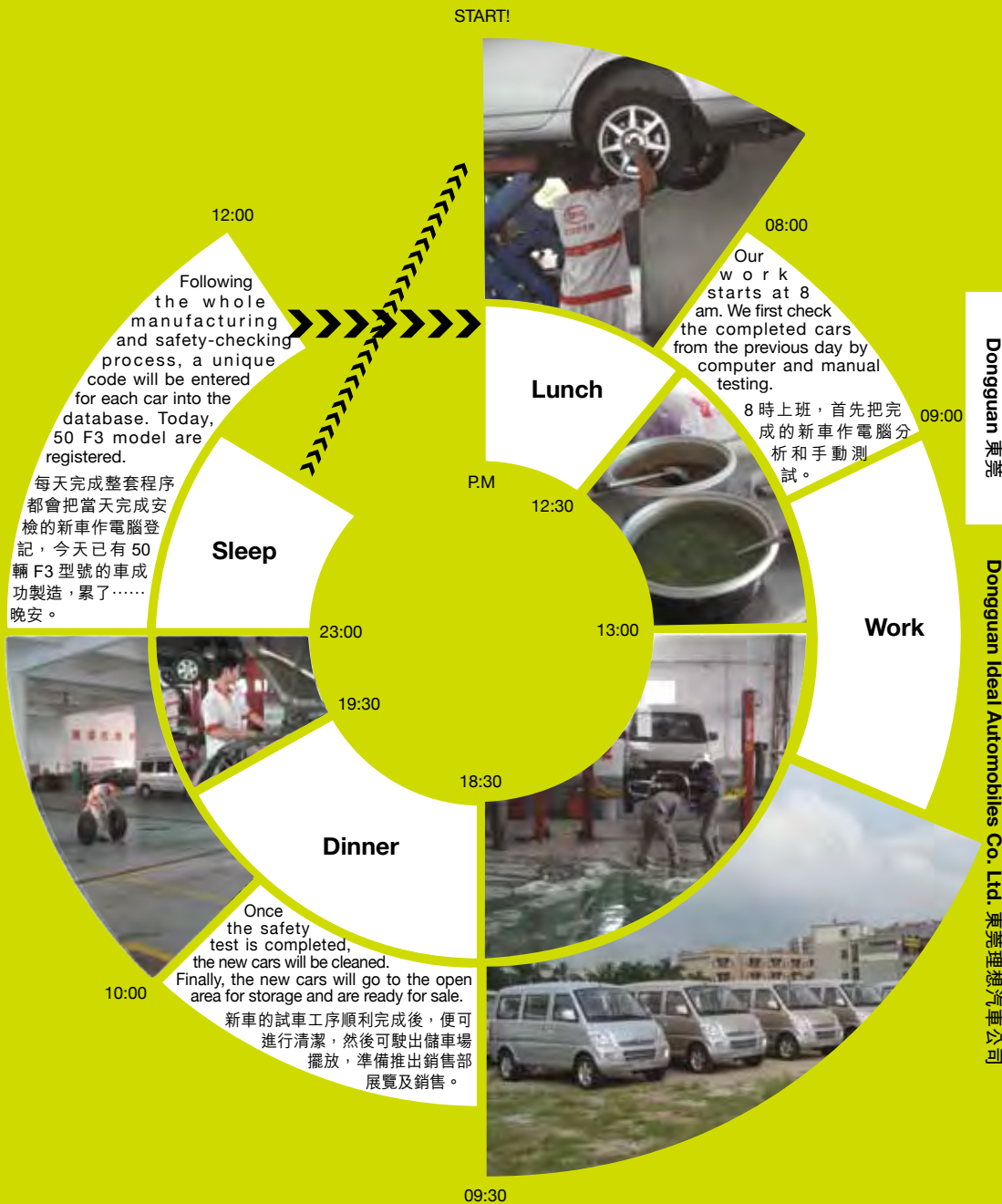
Under the *hukou* system, I cannot enjoy any housing allowance and welfare in Dongguan, but after working here for 7 years, I may register as a nonagricultural resident in Dongguan. I will work hard, and I want to get married here.

為城市戶籍奮鬥

雖然我不能擁有城市戶籍，享有城市人民的各種房屋及醫療等福利，但隨着制度上的改變及放寬，只要在這裏工作滿七年，我希望能取得城市戶籍，在這裏落地生根。



Around the Clock 他／她的一天

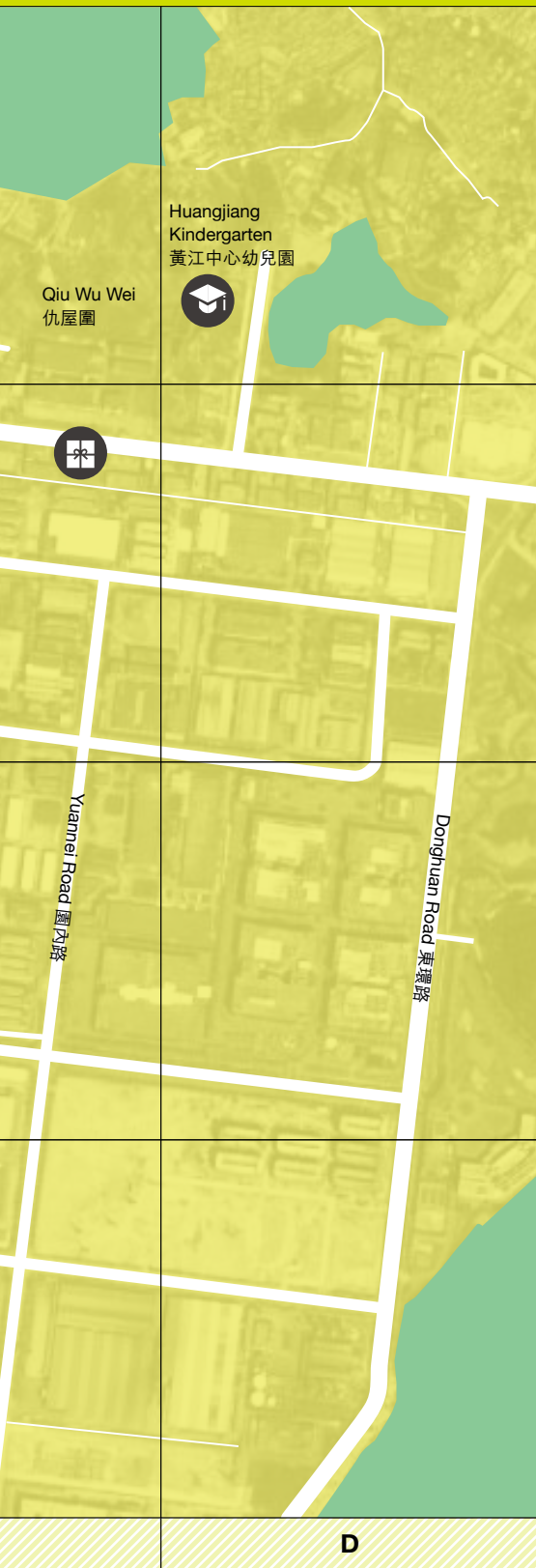


Dongguan 東莞 Huangjiang Town 黃江鎮

Dongguan 東莞

FAO Electronic Manufacturing Factory FAO 電子科技廠





FAO Electronic Manufacturing Factory

FAO 電子科技廠

The factory is owned by a large-scale enterprise from Taiwan. The company started out making printed circuit boards (PCBs) and then expanded into PCB assembly. Currently the company focuses on PCB production and electronics manufacturing services (EMS) business. Products include applications for consumer electronics, communications devices, mobile phones and automotive components.

成立於 1999 年，工廠位於黃江鎮一處大型工業園內，是一家大規模的台灣投資的企業。

工廠最初的業務是印刷電路板（PCB），之後拓展至印刷電路板組裝。如今，工廠以從事電子專業產品代工製造為核心業務，涵蓋消費類電子、通信設備、手提電話以及其他的自動化產品。



FAO Footwear Manufacturing Factory

FAO 製鞋廠

Founded in 1993, this footwear factory is owned by the same parent company as that of the electronics firm, FAO, and specializes in both original equipment manufacture (OEM) and original design manufacture (ODM) of footwear for international brand names.

製鞋廠成立於 1993 年，與電子廠同屬一家集團，為國際知名品牌代工製造或設計 (OEM/ODM) 運動鞋和休閒鞋的專業製鞋廠商。



JY Electronics Technology

JY 電子科技

Founded in 1993, also belonging to the same parent company, the factory is an important business unit responsible for surface mount technology (SMT) assembly, tooling, plastic and systems assembly, offering a total solution for electronic products.

園區內的一家電子科技廠，成立於 1993 年，屬於同一集團。工廠提供電子產品的全面解決方案，建立了從 SMT 貼裝、開模、注塑、塗裝，以及系統組裝的完整製作系統。

FAO Electronic Manufacturing Factory FAO 電子科技廠



Bird's eye view of the whole industrial zone 工業區鳥瞰



Inside the industrial zone 工業園內



A Factory building 1 一號廠



B1 B2 Main factory building 廠房大樓



C Loading bay 卸貨區



D View of factory 2
從廠房大樓望隔壁製鞋廠

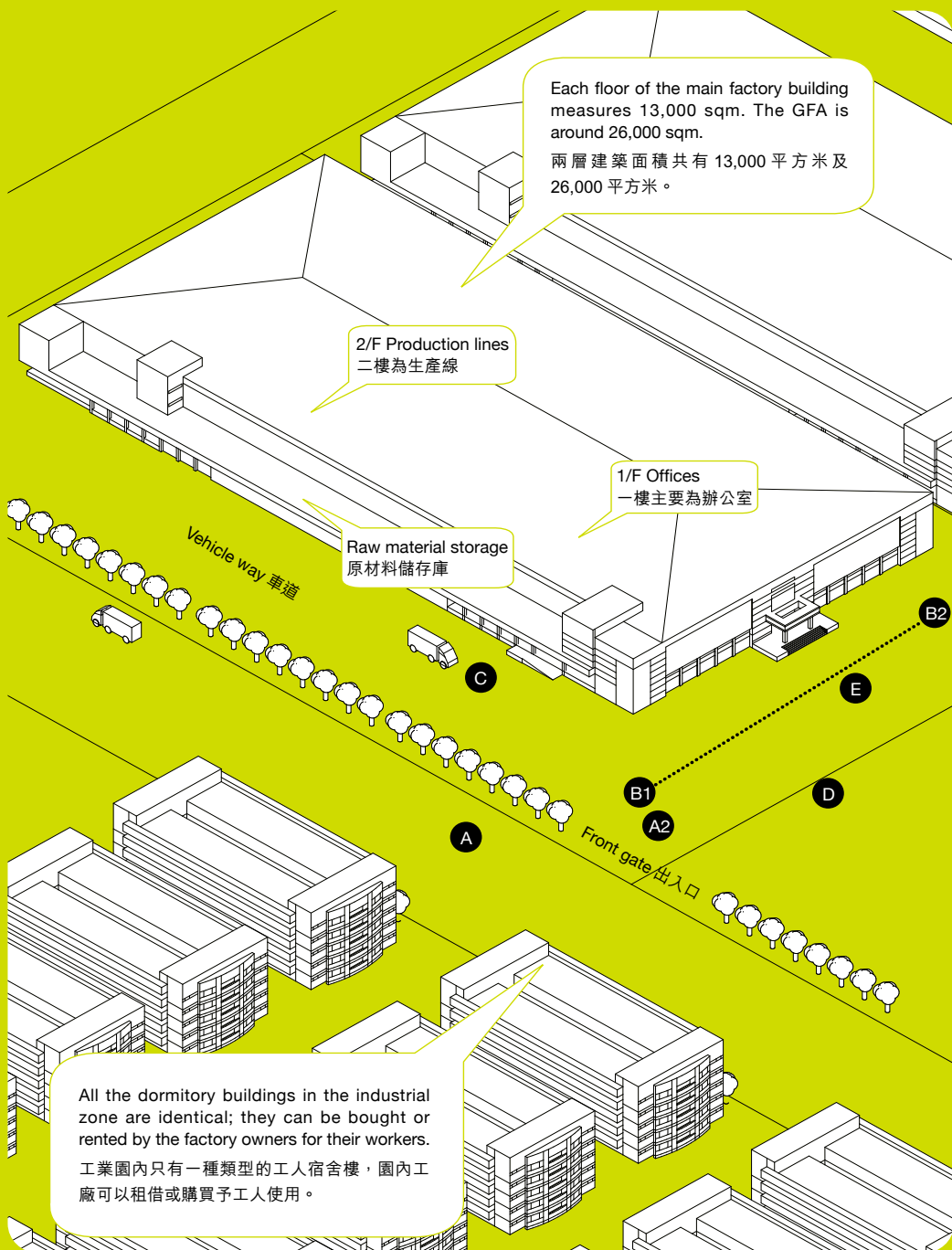


E Factory building entrance 廠房大樓入口



Factory name: FAO Electronic Manufacturing Factory
Factory address: Gongchang Road, Huangjiang
Plot size: 2.7 hectares
No. of workers: 1600
Construction era: 1990s

工廠名稱：FAO 電子科技廠
工廠地址：東莞市黃江鎮公常路
用地面積：2.7 公頃
工人數量：1,600 人
建設年代：1990 年代



Production Line 生產流程

Materials:

Base boards (multiple sizes)
Chemical nickel and aurum

原材料：

基板（多種尺寸）

化金線



Stage 1

The PCB boards are first cut into shape. Then they go through a series of steps, such as pressing, exposing, and etching. Finally, the boards undergo a checked process.

第一階段

PCB 內層製作要先裁剪基板，然後在基板上壓模，壓模後經曝光、顯影、蝕刻、檢查成品。



咔嚓！

Stage 2

The completed board from the previous stage is then pressed with copper and other plastic materials to create a multi-layer board. The pressed board is then drilled.

第二階段

將之前完成的內層，通過熱壓方式，與銅箔、膠片一起壓合成多層板，再經過鑽孔、電鍍等步驟後成品。



cooling...



Stage 3

Repeating previous steps to produce the desired exterior circuit networks.

第三階段

在內板上再次經過鍍膜、曝光、顯影及蝕刻，作出所需求的外層線路圖。

Stage 4

Printing text onto the boards. Components are then soldered onto the boards. Finally the boards go through a series of rigorous tests.

第四階段

在板子上印上文字，與零件組裝打線，衝模成型並裁剪。最後，當然就是一連串嚴格的檢驗。出貨啦！



DONE!!

Shopping Guide 購物指南



Writing Pad

Apart from the interior electronic circuit, the factory also designed the exterior case and packaging.

手寫板

特色：除了生產手寫板的內部電路主板之外，還包括外殼和包裝設計。



Best Seller!

Toy Model Machine

Features:

1. Popular toy in Western countries for children to make models
2. Interaction with personal computers
3. Two colors for boys and girls

玩具模型機

特色：暢銷歐美的玩具模型機，可以連接上電腦。有兩種不同顏色，適合男孩和女孩。



Air-conditioning Controller

Apart from the interior electronic circuit, the factory also designed the exterior case and packaging.

空調系統控制器

特色：除了生產該空調設備控制器的內部電路主板之外，還包括外殼和包裝設計。



LED Lighting Bulb

Features:

1. Energy efficient LED bulb
2. Various types for consumers

LED 燈泡

種類：成品

特色：1. 節能型燈泡。

2. 設有多種款式可供挑選。



Power Supply Device

Features: Providing a terminal device for power supply systems.

動力系統終端

特色：為動力系統提供終端設備。

Wining and Dining 工人的飲食



Exterior facade of the canteen 員工餐廳外觀



Canteen kitchen 員工餐廳廚房



Inside the canteen 員工餐廳室內環境



Lunch 午餐

Name: canteen set lunch provided for workers
Features: workers can pick four out of eight kinds of dishes, rice and fruits
Lunch time: 11:30 am
Taste ranking: ★★☆☆

名稱：肉丸、炒蛋、青椒肉丁、腐竹
特點：每天供應八款不同菜式，工人可以選擇其中四種菜式，並有水果。
午飯時間：上午 11:30
美味指數：★★☆☆



Dinner 晚餐

Name: outside restaurant
Features: more choices and more hometown flavors
Dinner time: 5:30 pm
Taste ranking: ★★★★★★

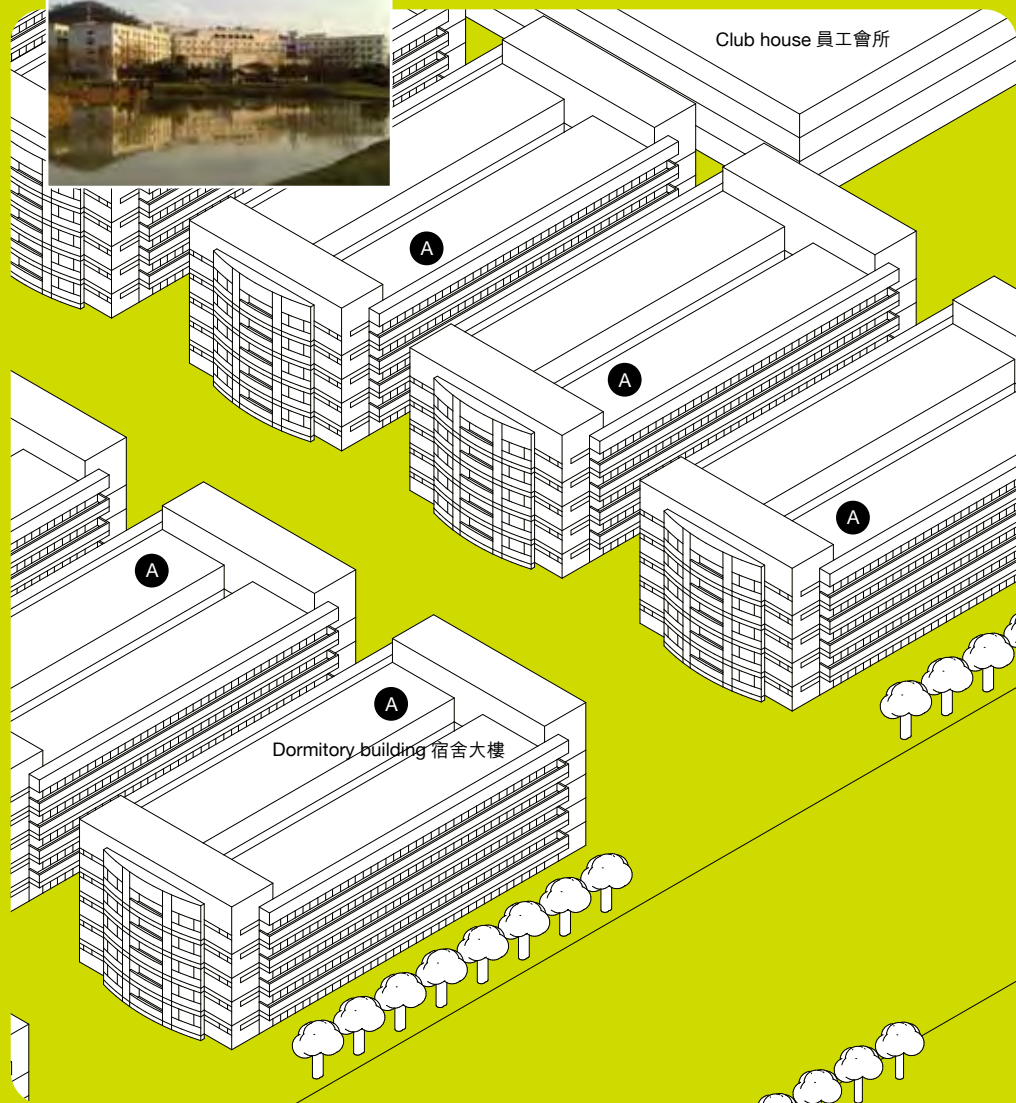
名稱：家鄉紅燒肉、炒豌豆、青椒炒肉片、雞湯
特點：廠外餐廳有更多的家鄉口味和選擇
午飯時間：下午 5:30
美味指數：★★★★★

Accommodation 工人的住宿

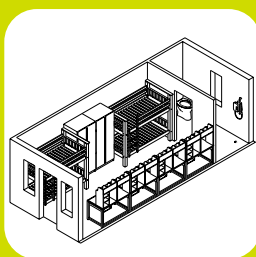


Dormitory building for overseas staff
海外員工宿舍

Club house 員工會所



Dormitory building 宿舍大樓



A

Worker suite

Capacity: 6 persons

Size of the accommodation: 26 sqm

工人合宿

居住人數：6 人

面積：26 平方米



Nickname: Xiao Mei
Age: 22
Hometown: Sichuan Province
Marital status: Single
Post: Assembling worker
No. of years in the factory: 4
Monthly income: RMB 1,100

暱稱：小梅
年齡：22
家鄉：四川省
婚姻狀況：單身
職位：裝配工
在此工廠的年資：4 年
月薪：RMB 1,100

Workers' uniform in the factory 職員制服



How it started

I saw a recruitment advertisement at the entrance of the industry zone. There are many people looking for jobs at that gate every day.

如何開始

我就是由工業區門口的中介介紹下，找到這工作。園區門口有招工廣告，每天很多人在找工作。

Recent changes

Since the financial crisis, the orders have reduced a lot. So we don't need to work over time often. Many people left the factory. Most workers here are from Henan and Sichuan Provinces.

近況改變

自從去年金融危機以來，廠裏少了訂單，我們部門沒有很多加班了，很多人也離去了。廠裏河南人最多，然後就是四川人。

Nowadays

The environment and security here are good. The food is not bad. It is usually very late when our work is completed. Sometimes I will go to the internet cafe to chat on QQ with my friends. On weekends, I will go to the department store with my peers. Every month I will send 200 RMB to my parents, so I don't spend a lot.

現在

這裏環境和治安還是很好的，伙食也還可以。平常下班後，也已經很晚了，有空就去網吧上上網，和朋友聊聊 QQ。週末可能和同事去逛逛百貨公司。每個月我會給家裏寄 200 塊，所以平時都很節儉。

Future plan

I am thinking to go somewhere else to have a look, maybe Shanghai or Ningbo. After all, I am still young.

未來計劃

再做幾年吧，然後可能換個地方去看看，可能去上海或寧波。反正我還年輕嘛。

What I think about the factory

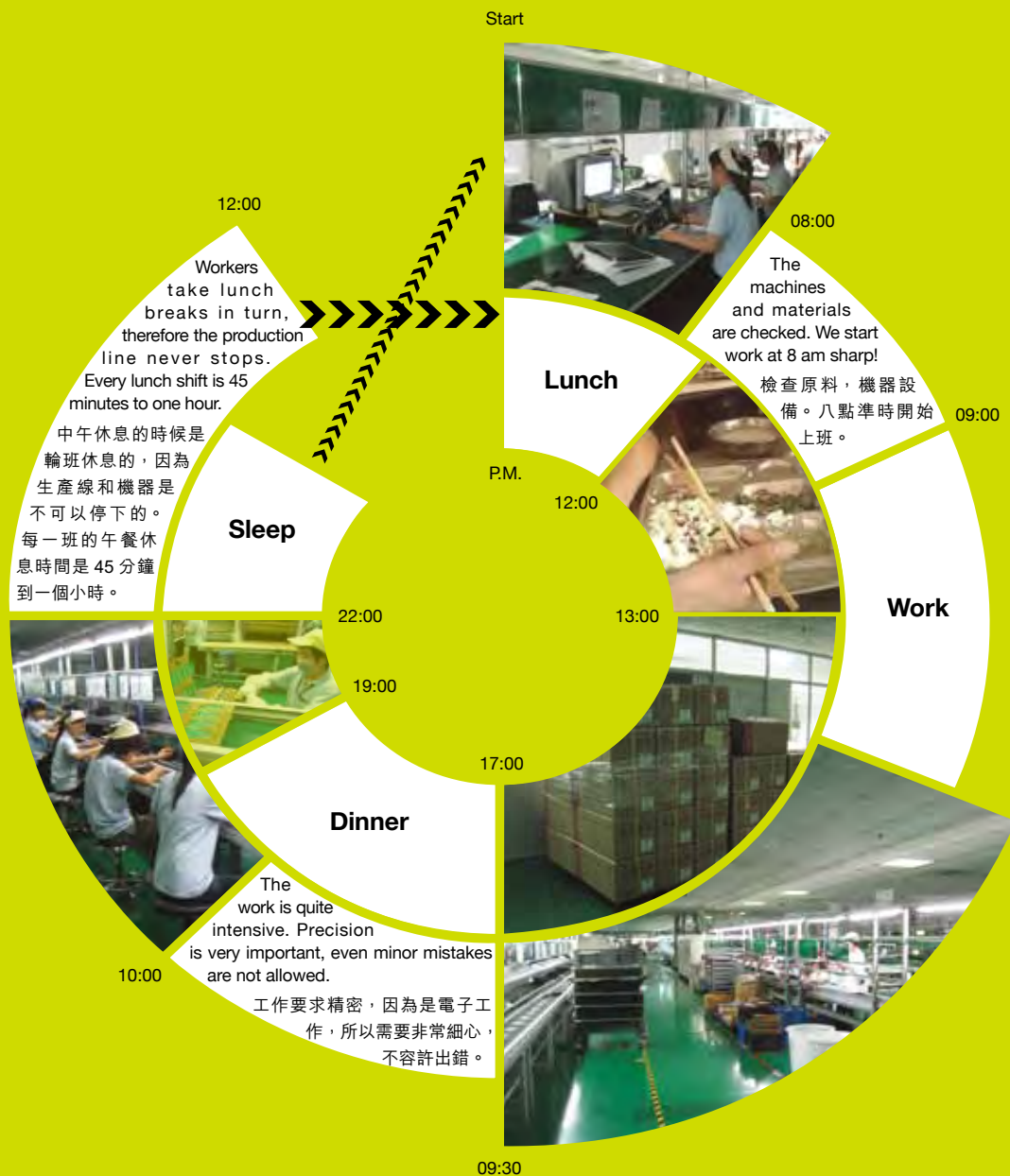
Before I started working in this factory, I thought the exterior looked grand and that it was a large factory; therefore, I wanted to work here. However once I started, I realized it was not up to my expectations.

對工廠感想

沒有進廠之前，覺得外表挺華麗，畢竟是大廠，很想進來看看，不過進來之後，覺得也就是這樣罷了。



Around the Clock 他／她的一天



Dongguan 東莞

FAO Electronic Manufacturing Factory FAO 電子科技廠

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