



## **A comparative study on both Dubai and Shenzhen cities**

Bouhouch Lahcen ( corresponding author )

(PhD School of Architecture, South China University of Technology, Guangzhou, China 510641)

Email: [1043903921@qq.com](mailto:1043903921@qq.com)

Wang shifu

(Professor in School of Architecture, South China University of Technology, Guangzhou, China )

Email : [archcity@scut.edu.cn](mailto:archcity@scut.edu.cn)

**Abstract:** Both Dubai and Shenzhen are emerging cities that have risen rapidly in recent years. They are all immigrant cities with young people as the mainstay. In 2017, Dubai's foreign population exceeded 90%, Shenzhen also exceeded 65%, and the 15-44 year old population accounted for more than 76%. Compared with those in 2000, the annual GDP growth rates of Dubai and Shenzhen reached 110.1% and 58% respectively, all of which created a miracle of world urban development in a short period. The prosperity of oil created Dubai, and HongKong promoted the development of Shenzhen. Their common characteristics are based on the opportunities of regional development, combined with the actual situation of cities, timely adjusting the development strategy and economic structure at different stages of development, and establishing similar urban development goals and models. By summarizing the development background, the similarities and differences between the two cities, this paper selects some prominent indicators after 1980 and especially after 2000, and discusses the changes and causes of urban population, urban economy and industrial structure, and we hope it can be used for reference in urban construction in developing countries.

**Keywords:** Dubai; Shenzhen; urban development; development model



## **1. Introduction**

Dubai is one of the fastest growing cities in the world in recent years. The discovery of offshore oil in the late 1960s laid the foundation for the rapid economic development of modern Dubai. Dubai is a pioneer in the rapid development of the Gulf region. In 1980, the total resident population of Dubai was 276,300; in 2017, it reached 2.976 million, with a GDP of about US \$111.797 billion and per capita GDP of US \$ 37560. Over the past 30 years, Dubai has rapidly transformed from a negligible town in the Arabian Gulf to a modern cosmopolitan metropolis of the 21st century, completing the transition from the pre-industrialization to industrialization to post-industrialization that most Western cities need to go through about two centuries <sup>[1]</sup>, and became the economic and financial center and the largest free trade port in the Middle East. Compared with the long-term development process characterized by most western cities, its rapid development has made Bagaeen describe the urbanization experienced by Dubai as “instantaneous” urbanization <sup>[2]</sup>, while Elsheshtawy <sup>[3]</sup> (2010) directly introduces the term “Dubalization” to refer to the phenomenon of the Gulf and other cities in the world (such as Abu Dhabi, Doha, Cairo, Istanbul, etc.), which trying to emulate and even hope to surpass the Dubai model. Dubai's development philosophy is bigger, better and stronger than other parts of the world, characterized by economic liberalization and “large-scale”, including “large-scale projects and spectacular large-scale buildings”, huge capital, large enterprises, etc. <sup>[4]</sup>. The rapid development of a diversified economy has made up for the problem of insufficient oil reserves in Dubai, creating a “Dubai model” <sup>[5]</sup> with the diversified economic structure including tourism, finance and real estate as the dominant industries via loans and financing. In the 2014 World Economic Fastest Cities Ranking released by the Brookings Institution, Dubai rose from the 18th in 2013 to the 5th <sup>[6]</sup>.

China's Shenzhen City has also achieved tremendous growth in almost the same period. China has implemented the reform and opening up policy since Dec. 1978. It has been almost 40 years



since then. The rapid development of China's economy has attracted worldwide attention. It can be said that it is a miracle in the history of the world. Compared with other cities in China, the rapid economic development in Shenzhen is the top of the pyramid of this miracle. Before the 1980s, Shenzhen was only a poor and backward border town in China with fishing and retailing for a living, and its industrial development was quite fragile. In 1979, when Shenzhen was established, the GDP was less than US \$ 39 million. In August 1980, China's first special economic zone, the Shenzhen Special Economic Zone, was established and became the first pilot area for China's reform, opening up, and modernization. In March 1981, it was upgraded to a sub-provincial city. In November 1988, the State Council of China approved Shenzhen to implement a separate list in the national plan and gave it the equivalent economic management authority at the provincial level <sup>[7]</sup>. On July 1, 2010, the scope of the Shenzhen Special Economic Zone was expanded to the whole city of Shenzhen. Since the reform and development in the 1980s, Shenzhen has undergone tremendous changes, from a small fishing village with a population of just over 300,000 people and two or three small streets to a "miracle city" with tens of millions of people, economic prosperity and complete functions, creating a rare miracle in the industrialization, urbanization, and modernization of the world. The evolution of Shenzhen is an important historical witness of China's reform and opening up. The created "Shenzhen' Speed" and "Shenzhen' Quality" have become a symbol of the rapid development of the era. Shenzhen was a negligible young city on the economic map 40 years ago. There is neither unique natural resource nor productive land, and its rise is unprecedented. In 2017, Shenzhen's GDP reached US \$ 343. 37 billion, second only to Beijing and Shanghai, ranking third in China. Compared with 1979, it increased by 11,000 times. Its growth rate maintains the highest level of urban development in China and is also the model of the world economic growth.

Dubai and Shenzhen are both emerging regional economic centers that are experiencing rapid growth in developing countries. The development background, foundation and development dynamics of these two cities are different, and the development goals, scale, and development model are also different. Although they have completely different political systems and cultural



traditions, they have made rapid progress almost at the same time, and created a world-class miracle. Dubai is the pride of the Arabs and carries some missions of the entire Islamic world. Shenzhen is “the window and test ground for reform and opening up”<sup>[8]</sup>, the youngest and most dynamic open city in China, representing the hope of China. These two cities have many similarities, but the differences are also obvious, each having its own characteristics. The respective development models are typical cases that can be used for reference by rapid urbanization. Their comparison will have important significance for the study of world urban development. Because the statistical methods and statistical content of the relevant departments of both cities are quite different, it is often difficult to make direct and accurate comparisons, but it is worth some degree of comparison to improve the understanding on urban development.

## **2. Related research**

Dubai's leading urbanization brand and efforts to maintain the image of globalization have been widely favored by economists, urban planners, financiers and other scholars from all walks of life around the world. The academic community has rich research on Dubai, including the history of Dubai<sup>[9]</sup>, Dubai Diversification Development<sup>[10]-[11]</sup>, Dubai Model<sup>[12]-[13]</sup>, Real Estate<sup>[14]-[15]</sup> and the reflection on so-called Dubai model after the Dubai crisis<sup>[16]-[19]</sup> et al. The introduction and application of the new city concept, as well as the various iconic luxury buildings being built to increase the city's character and attractiveness, play an active role in Dubai's industrial transformation, the development of a diversified economy, and the creation of leisure tourism and business cities<sup>[5]</sup>.

Tourism is a bright spot in Dubai's development. Due to political, religious and geographical differences, the Middle East is not a popular tourist destination for tourists. Joan C. Henderson<sup>[20]</sup> described in detail how the Dubai government continued to develop international tourism as a core part of economic diversification in these adverse circumstances, investing heavily in high-end facilities to overcome unfavorable factors such as hot climate and desert, and transferring the disadvantages into new selling points and enriching new tourism content.



Balankrishnan<sup>[21]</sup> focused on brand management during Dubai's tourism development process. Sangeeta Peter et al. <sup>[22]</sup> studied the purpose of visitors to Dubai during the Dubai Shopping Festival and found that the visitors from different countries have different motivations due to cultural differences: "Shopping Festival" is more attractive to Japanese; South Africans tend to be business; British tourists are interested in cultural differences; Europeans are more concerned about "security." The research helps market organizers understand the purpose of visitors in order to develop products to meet specific needs.

Ahmed K. Nassar et al. <sup>[23]</sup> used time series of remote sensing data to study the temporal and spatial variations of land cover and coastline in Dubai during the period 1972-2011, and used mixed classification and landscape indices to quantify the spatial evolution of Dubai. Significant changes in the coastline occurred after 2000, mainly for reclamation projects in the Arabian Gulf offshore for the construction of artificial islands such as the Jumairah Palm Island. Dubai's reclamation project is dominated by landscape ecological needs <sup>[24]</sup>, and its purpose is mainly for the pro-sea landscape and tourism and entertainment, to cater to the characteristics of Dubai's tourism development. Zahra Moussavi et al. <sup>[25]</sup> believe that the construction of these artificial islands has threatened the environmental security of the Persian Gulf and has had adverse environmental consequences for other coastal countries. At the same time, Palm Island will also change natural ocean currents, which may erode natural beaches and change the local marine environment. In recent years, environmental protection and sustainable development have become issues that cannot be ignored. Khaled Alawadi <sup>[26]</sup> examined the sustainability and challenges of Dubai's urban development and identified five parameters that could help Dubai create a community that integrates environmental, social and environmental sustainability through a collection of expert panel recommendations: compact compactness, connectivity, diversity, culturally relevant urbanization, and climate-sensitive urbanization. The pursuit of low carbon and low energy consumption has also paid more attention to Dubai's "ecological architecture" <sup>[27]-[28]</sup>.

There are also some studies on the development of Dubai and other cities. Guilherme Lohmann et



al. <sup>[29]</sup> analyzed the inter-relationship among Singapore and Dubai's aircrafts, airport, government, and tourism bureaus, and analyzed how Singapore and Dubai, as transportation hubs, use integrated management strategies to ease the pressure of air transport hubs to develop international tourist destinations. Tong fei <sup>[30]</sup> compared the modernization process of Dubai and Hong Kong. Since both cities have experienced long-term British colonial rule, their development has many similarities, and deep analysis were carried on the fields such as strategic location, historical evolution, and modernization process. Family-run management and chieftain's vision play a leading role in Dubai's urban development, and Hong Kong's development is inextricably linked to mainland China's support. Dong-Sung Cho et al. <sup>[31]</sup> used South Korea and Dubai as examples to emphasize the strengthening of national competitiveness through the cooperation between countries; Li Jing et al. <sup>[32]</sup> compared the development and successful operation of Dubai's Jebel Ali Free Zone and Shanghai Free Zone. Xin Zhao et al. <sup>[33]</sup> discussed the development potential of Istanbul as an international financial center by comparing Dubai, Shanghai, and Istanbul.

### 3. City status

The influence of Dubai and Shenzhen on the world determines the status of the city and can be reflected in the global world city rankings. The current world-class city roster of GaWC (Globalization and World Cities Study Group and Network) is the most authoritative ranking of the four-tier cities <sup>[34]</sup>. GaWC is based on the city's international influence, population, international airport, transportation system, foreign investment, immigration, and international cultural communities, headquarters of large companies or institutions, etc. It divides 361 major cities in the world into four major grades - Alpha (first-tier), Beta (second-tier), Gamma (third-tier), and Sufficiency (also known as fourth-tier). The sub-level within each ranking is marked with a plus or minus sign. <sup>[34]</sup>

According to GaWC's ranking of global cities in 2018 (see Table 1), there are only two  $\alpha^{++}$  cities, namely London and New York; there are 7  $\alpha^{+}$  cities, and Dubai belongs to one of them. There are



19 and 20 cities in  $\alpha$  and  $\alpha^-$  cities respectively; 24 in  $\beta^+$  cities and 19 in  $\beta$  cities, while Shenzhen belongs to  $\beta$  cities, indicating that Dubai's international influence and comprehensive strength are higher than Shenzhen. Table 2 lists the changes in the rankings of Dubai and Shenzhen in global cities during the period 2000-2018. In 2000, the starting point between Dubai and Shenzhen was also very big, with Dubai belonging to  $\beta$  cities (second-tier) and Shenzhen being a self-sufficient fourth-tier city. It is conceivable that in the early days of China's reform and opening up in the 1980s, the development basis of Shenzhen is much worse than that of Dubai. Both cities developed rapidly after 2008: Dubai promoted from  $\beta^+$  to  $\alpha^+$  from 2008 to 2010 and remained  $\alpha^+$  from 2010 until 2018; Shenzhen also maintained rapid development, promoted to  $\gamma$  (third-tier) in 2008, to  $\beta^-$  in 2010 and to  $\beta$  in 2016. The ranking change in Shenzhen is similar to that of Abu Dhabi and Doha, but it is still lower than the provincial capital, Guangzhou city.

Table 1 GaWC: Global Partial City Rankings for 2018 <sup>[34]</sup>

$\alpha^{++}$ ( 2 )	$\alpha^+$ ( 7 )	$\alpha$ ( 19 )	$\alpha^-$ ( 20 )	$\beta^+$ ( 24 )	$\beta$ ( 19 )	$\beta^-$ ( 38 )	$\gamma^+$ ( 24 )
London	Singapore	Sydney	Dublin	Prague	Doha	Port Louis	Guayaquil
New York	HongKong	San Paulo	Melbourne	Boston	Karachi	Chengdu	Birmingham
-	Paris	Milan	Washington	Munich	Abu Dhabi	Belgrade	Nanjing
-	Beijing	Chicago	New Delhi	Rome	Vancouver	Seattle	Hangzhou
-	Tokyo	Mumbai	Guangzhou	Cairo	<b>Shenzhen</b>	Tianjin	Osaka
-	<b>Dubai</b>	Seoul	Manila	Auckland	Beirut	Edinburgh	Kampala
-	Shanghai	Los Angeles	Lisbon	Cape Town	Manama	Islamabad	St Petersburg

Table 2 GaWC: Changes in global city rankings from 2000 to 2018 <sup>[34]</sup>

City	2000	2004	2008	2010	2012	2016	2018
<b><u>Dubai</u></b>	$\beta$	$\beta$	$\beta+$	$\alpha+$	$\alpha+$	$\alpha+$	$\alpha+$
<b><u>Shenzhen</u></b>	Sufficiency	Sufficiency	$\gamma$	$\beta-$	$\beta-$	$\beta$	$\beta$
Abu Dhabi	$\gamma-$	$\gamma$	---	$\beta-$	$\beta-$	$\beta$	$\beta$
Guangzhou	$\gamma-$	$\gamma-$	$\beta-$	$\beta$	$\beta+$	$\alpha-$	$\alpha-$
Doha	Sufficiency	Sufficiency	$\gamma-$	$\gamma+$	$\beta$	$\beta$	$\beta$

#### 4. Development background and motivation

Located in the eastern part of the Arabian Peninsula and on the southern shore of the Persian Gulf, Dubai Emirate is the second largest emirate of the United Arab Emirates (seven countries). The United Kingdom gradually controlled the entire Gulf region since the 19th century. It was only 150 years after the independence of the United Arab Emirates in December 1971. Therefore, the British colonial rule had a significant influence on its modernization and development, and it also established basic political structure for the establishment of the UAE. The Maxim family has ruled Dubai since 1833, and implements a family hereditary constitutional monarchy. In the 1960s, oil became the main economic part of Dubai city. In the 1980s, Dubai's oil revenue accounted for more than two-thirds of its total income. "Petroleum US Dollar" has laid a solid economic foundation for Dubai's transition to a modern city. The city's infrastructure and dimension are expanding, including the construction of Rashid Port, Dry Dock, Aluminum Smelter, Jebel Ali Port, Petroleum Economy and its affiliated industries. A large number of migrants have merged into the city, and Dubai has quickly become a regional metropolis <sup>[35]</sup>. However, the limited oil reserves have made Dubai Chief Rashid to be vigilant in peace time, with early recognition of the need for Dubai's economic transformation, and finally established an industry transformation strategy based on tourism, business and finance. In the 1990s, Chief Maktoum set a development strategy for Dubai for the next 30 years. The overall goal is to transform tourism into a pillar industry to drive the diversification of the entire regional economic





structure and to develop Dubai into an international business and service center, in the meantime, a world-class tourist city and residential place <sup>[36]</sup>.

Dubai is deeply affected by the wave of globalization and is the beneficiary of economic globalization. Unlike cities in the United States and Western Europe, Dubai adopts a mixed model of state-controlled and economic liberalization. Most of its urban development is determined by the planning vision of the ruling family to seek to attract foreign investment and reduce restrictions on free enterprise <sup>[1]</sup>. Such state-led approach ensures the provision of the required infrastructure and services.

Dubai is a successful model for economic transformation. Many Western investors prefer Dubai to establish their headquarters in the Gulf region, rather than choosing similar and affluent countries such as Qatar, Bahrain and Oman, mainly result from three driving forces <sup>[37]</sup>: (1) Fast Speed. Dubai has astonished its western partners in the speed from project concept to implementation. Once one requirement is needed to invest in the Free Zone, development must begin within 24 months. (2) Cultural and religious diversity, especially pro-Western culture has been very attractive for foreign investors. Dubai is known for its openness to Western culture, full of night clubs, world-class restaurants, and open to alcohol consumption. Local residents and expatriates live and work together to create a harmonious environment for Western expatriates, while other countries around lack such multicultural platform. The official language of Dubai is Arabic, and English and Hindi are also widely used. Although Islam is the official religion, Dubai is also open and respectful of other religions. Foreigners are free to attend their religious activity, which is another factor different from other countries in the region. There are a number of interdenominational churches in Dubai, including United Church of Dubai, St. Mary's Roman Catholic Church and a collection of Christian Churches. (3) Improving governmental transparency. Gulf countries are notorious for their lack of transparency in government finances as well as the royal family's intervention in government actions, and Dubai is trying to change it. First, the Executive Committee was created as a legitimate forum for governance to improve financial accountability among government departments. In addition, free zone governances have



also been incredibly thorough in order to maintain the credibility among large multinational companies, even the Royal government cannot interfere. The policy on investment promotion is extremely loose, no foreign exchange control, and the currency is freely exchanged.

The development of Shenzhen is greatly affected by Hong Kong. The Chinese government first chose Shenzhen as a pilot to establish an exclusive economic zone, which also took into account the effect of Hong Kong. Shenzhen Special Economic Zone is established under the condition that China's planned system has not been reformed. It implements a special market economic system. The purpose is to create a "testing ground" and "window" for China's reform and opening up, creating an unprecedented path, whether it is Theories, policies, and ideas are all blank. Therefore, Shenzhen cannot learn from the original system in the mainland and needs to go through the process of continuous exploration and practice. The success of the Shenzhen Special Economic Zone has determined whether China's reform and opening up will work. Therefore, the Shenzhen Special Economic Zone has no retreat since its birth, and can only go forward. The driving force of Shenzhen's early development comes from the bold decision of the policy advantages given by the state, allowing Shenzhen to carry out reforms in the wage system, infrastructure system, price system, labor and employment system, cadre and personnel system, plan management system and government agencies <sup>[8]</sup>. The mature experience of Hong Kong's market economy has provided an excellent reference for Shenzhen's reform and opening up and played an invaluable role in achieving Shenzhen's export-oriented economy.

Shenzhen is China's earliest and largest special economic zone. Its rapid urbanization is determined by the combination of national policies and market economy. Since the "Sixth Five-Year" development plan started in 1980, Shenzhen has proposed urban development planning every five years to position urban development goals. The strategic goal of the 11th Five-Year Plan (2006-2010) is to build an international high-tech city, an international logistics hub city, an international financial trade and convention center, an international cultural information exchange center, and other important influences in the Asia-Pacific region by 2020. In an international tourism city, Shenzhen will be built into an important regional international



city in about 15 years; in the “Twelfth Five-Year Plan”, the “regional international city” will be adjusted into a “modern international advanced city”<sup>[38]</sup>. Through the continuous upgrading of the industry, Shenzhen has changed its vitality. In the ten years since the establishment of the special economic zone, Shenzhen relied on “three to one supplement” to quickly realize the regional industrialization process. However, this stage of industrial development lacks scientific and rational planning and does not have the capability of independent innovation; during the period 1992-2005, Shenzhen Fully leading the industrial transformation and development, the high-tech market plays an important role. It is the first in the country to establish a regional strategic innovation system that is closely oriented with market-oriented and industrialization. At this stage, there are also some development drawbacks such as low-end industrial chains and lack of cultural heritage. After 2005, Shenzhen constantly adjusted its industrial structure, realized the transformation from dependence on foreign investment to independent innovation and research and development, and established four pillar industries of the high-tech industry, finance, logistics, and culture, and became a model for domestic urban development. From processing in Shenzhen to manufacturing in Shenzhen and then in Shenzhen, starting from the lowest-end “Three Import and Compensation” in the manufacturing industry, the Shenzhen economy has gone through a labor-intensive manufacturing process and finally entered the product design at the top of the value chain. The field of technology research and development has created a miracle in Shenzhen. Under the dual background of facing cost advantages and lack of policy advantages, Shenzhen's development model relies on the location advantages of neighboring HongKong and the pioneering test of reform and opening up. Under the dual roles of government guidance and market-driven, it has realized from relying on foreign investment to independent innovation. The transformation of research and development, vigorously develop the private economy and science and technology finance industry, establish a development model of the group-based structure, and explore a system of independent innovation<sup>[39]</sup>.

The development basis of Dubai and Shenzhen is quite different. Starting from oil trade, Dubai has strong capital and considerable trade, tourism and financial industry assistance, which is very



conducive to the construction of a large number of infrastructure since the 1980s. Dubai and Shenzhen are both parts of a sovereign state, but Dubai itself belongs to the Arab countries of the Gulf region. It can obtain rich funds from oil-rich Arab countries and thus has a unique advantage in attracting foreign investment. This is not comparable to other cities. Most of the investment into Dubai also comes from these countries. Therefore, the development of Dubai is positioned at high-end luxury. Shenzhen is a city that starts from scratch, and the Chinese government is “Only policy, No money” for the construction of the Shenzhen Special Economic Zone <sup>[8]</sup>. For China, which has long implemented the planned economic system, it is unclear whether the economic system reform and the implementation of the market economy will work. Therefore, the development path of Shenzhen is quite tough. Shenzhen started from the development of trade processing. The IT processing industry with Hongkong capital and Taiwanese capital as the main body is highly developed, and the city relies heavily on the processing economy.

## 5. Urban population

### *5.1 The cities with unique demographic structure and dominated by immigrants and young people.*

Changes in urban population and urban structure are direct manifestations of urban development. Since the statistics of urban population in Dubai and Shenzhen are different, the annual statistical parameters are also different. In addition, Shenzhen has a credit entry policy, non-registered population could be transferred into registered population when the required credits are reached, while Dubai usually does not accept foreign immigrants as Emiratis of Dubai. Table 3 shows the changes in the population of Dubai and Shenzhen during the period 1980-2017. Table 4 lists the percentage (%) of the employed population ( $\geq 15$  years old) by nationality and age group in Dubai in 2011.

Table 3 Year-end permanent population in Dubai and Shenzhen ( $\times 10000$  persons)



Year	Dubai				Shenzhen			
	Total population	Emiratis	Non-Emiratis	Proportion of Non-Emiratis	Total population	Registered population	Non registered population	Proportion of non-registered population
1980	27.63	-	-	-	33.29	32.09	1.2	3.6%
2000	86.24	-	-	-	701.24	124.92	576.32	82.2%
2010	190.55	-	-	-	1037.2	251.03	786.17	75.8%
2014	232.74	21.2	211.54	90.9%	1077.89	332.21	745.68	69.2%
2015	244.67	22.29	222.38	90.9%	1137.87	354.99	782.88	68.8%
2016	269.86	23.34	246.52	91.4%	1190.84	384.52	806.32	67.7%
2017	297.65	24.52	273.13	91.8%	1252.83	434.72	818.11	65.3%

Table 4 Percentage (%) of Dubai's employed population ( $\geq 15$  years) by nationality and age group (2011)

Nationality	Age Groups							Total
	15-19	20-29	30-39	40-49	50-59	60-64	$\geq 65$	
Emiratis of Dubai	0.014	1.55	1.3	0.79	0.235	0.05	0.03	3.98
Non-Emiratis	0.173	33	37.01	18.69	6.06	0.88	0.18	96.0
Total	0.187	34.55	38.31	19.48	6.295	0.93	0.21	100

It can be seen from Tables 3 and 4 that during the 37 years, the population structure of the two cities have changed a lot: (1) the total population of the two cities has changed greatly, and the population of Shenzhen is much higher than that of Dubai. In 1980, the population of both cities was about 300,000. The population growth rate in Shenzhen is very alarming, and the population reached 7,012,400 after 20 years. In 2017, it reached 12,528,300. Compared with 1980, the annual population growth rate was 94%. The resident population in Dubai is not so much, but in 2017, there were also 2,976,500, and the annual growth rate was 26.4% from 1980 to 2017. (2) The number of migrants in two cities accounts for a large proportion, and the number of migrants has increased rapidly. It is evident that both cities belong to the typical immigrant cities. The



number of migrants in Shenzhen increased rapidly after 1990, surpassing the local population. In 2017, the non-registered population reached 8.181 million, accounting for 65.3% of the total population of Shenzhen. The situation in Dubai is even more apparent. The data from 2014 to 2017 in Table 3 shows that the proportion of migrants in Dubai is over 90%, and non-Emiratis population is much higher than Emiratis population in all age groups from Table 4.

In Dubai's migrant population (Figure 1), the main population comes from South Asia, including India, Pakistan, Nepal, Bangladesh, etc., accounting for 58% of Dubai's total population; Asia's population accounts for 17%, including Philippine, China, South Korea, Malaysia, the United Arab Emirates 11%; Western countries such as the United Kingdom, South Africa, the United States, Canada, France, Australia, etc., accounting for 8.5% of the total population <sup>[40]</sup>.

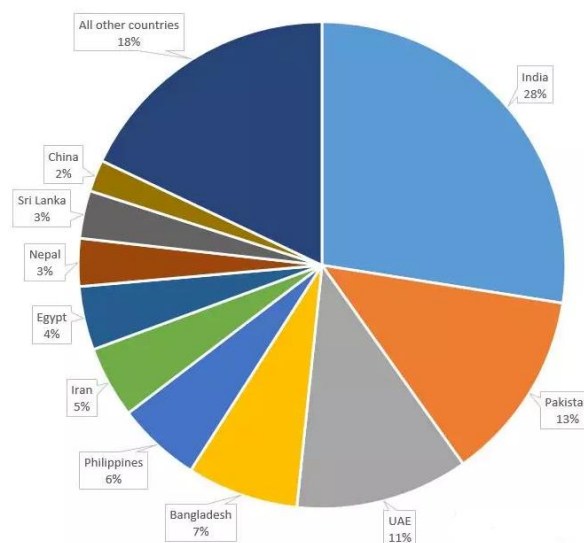


Figure 1 Composition of migrant population in Dubai <sup>[40]</sup>

Table 5 shows the changes in the permanent population and the male/female ratio M/F in Dubai and Shenzhen during the period 2000-2017. The percentage of the population of Dubai for all ages between 1993 and 2017 is shown in Table 6. It can be seen that the demographic structure of Dubai presents two characteristics: (1) Gender imbalance are quite serious, and men are far more than women: in 2000, Male is 611799, female is 250588, and M/F is 2.44; in 2005 M/F is 2.98; in 2017 M/F is 2.35. (2) Young adults (15-49 years old) account for the majority (70-80%), and



mainly male. since the 1970s until after 2000, Dubai has been planning, developing and implementing a series of large-scale projects such as airports, roads, port facilities and hotels, there is an urgent need for a large amount of cheap labors. However, Dubai's population is extremely limited, and it is necessary to import a large amount of labor resources from abroad to engage in the construction in Dubai. Therefore, a large number of foreign young male laborers constitute the main body, which constitutes a unique demographic structure in Dubai. This special demographic structure of Dubai has also caused many social problems. These foreign workers not only have poor living conditions, but also the safety of working conditions are very worrying, and they lack personal freedom. In contrast, Shenzhen's demographic structure is relatively reasonable. Although the total population is increasing at a faster rate, the proportion of men and women is relatively balanced, and M/F remains basically 1. Although the age data of Shenzhen employees have not been obtained, it can be speculated that since Shenzhen is mainly based on processing industry rather than construction and real estate, the ratio of male to female is relatively more coordinated. At the same time, Shenzhen is also a city full of young people, and is far more attractive than other cities in China. According to China's "2018 National Urban Youth Index", Shenzhen has been the "youngest first-tier city" for three consecutive years <sup>[41]</sup>. The average age of permanent residents in Shenzhen in 2017 is 32.5 years old, of which about 76% are young adults aged 15 to 44 <sup>[41]</sup>. The increase and rejuvenation of the population have brought Shenzhen the potentiality and creativity unmatched by other cities.

Table 5 Permanent population in Dubai and Shenzhen (×1000 persons)

Year	Dubai				Shenzhen			
	Total	Male	Female	Ratio of M/F	Total	Male	Female	Ratio of M/F
2000	862.387	611.799	250.588	2.44	7012.4	3660.4	3352	1.09
2005	1321.453	989.305	332.148	2.98	-	-	-	-





2010	1905.48	1485.05	420.43	3.53	10372	5504.8	4867.2	1.13
2014	2327.35	1613.18	714.17	2.26	10778.9	5586.7	5192.2	1.08
2015	2446.68	1703.36	743.32	2.29	11378.7	5863.1	5515.6	1.06
2016	2698.60	1888.52	810.08	2.33	11908.4	6090.9	5817.5	1.05
2017	2976.45	2088.87	887.59	2.35	12528.3	-	-	-

Table 6 Percentage of Dubai Population by Age Group (%) (1993-2017)

Age groups Year	<15	15-19	20-29	30-39	40-49	50-59	60-64	≥65
1993	25.9	5.3	20.9	27.2	15.1	4.2	0.7	0.8
2000	17.7	4.9	24.1	30.8	16.7	4.7	0.6	0.7
2005	12.1	3.3	29.6	34.3	14.8	4.8	0.6	0.6
2010	11.6	3.2	29.7	34.6	14.9	4.8	0.6	0.6
2014	15.6	3.5	24.2	30.8	17.3	6.3	1.2	1.2
2016	15.4	3.4	24.2	30.9	17.3	6.3	1.3	1.2
2017	14.8	3.4	24.4	31.2	17.5	6.3	1.3	1.2

## 5.2 Demographic characteristics determine the multiculturalism of the cities

Both Dubai and Shenzhen are open, inclusive and multicultural cities.

Dubai is the most “immigrant” city in the world. Residents come from different ethnic groups, have different cultural backgrounds and religious beliefs. The proportion of immigrants exceeds 80%, mainly from Bangladesh, India and Pakistan in Asia, Europe and the United States. Immigrant cities inject the diversity of cultural development <sup>[39]</sup>. Dubai is Islamic state, and there are various mosques everywhere. Dubai is a busy city with a large population of cultural backgrounds and religious beliefs, and in which there are many other churches. Dubai is





open-minded to immigrants and tolerant to foreigners. The loose social environment in Dubai is in sharp contrast to surrounding strictly Islamic countries. A city with free lifestyles will inevitably capture the market opportunities. Dubai's hotel culture and tourism culture are world-famous. Dubai's loose land policy allows foreign citizens to purchase real estate and promotes the construction of various cultural infrastructures, making Dubai an important convention and exhibition and cultural destination in the Middle East. The Burj Al Arab Hotel is the pride of Dubai. This hotel is built on an artificial island and is the only seven-star hotel in the world. The Burj Khalifa, completed in 2009, is 828 meters high and is the pinnacle of global office buildings. Dubai also has other special events not found in other Islamic countries such as Dubai Shopping Festival, Dubai Film Festival and Art Fair etc. <sup>[39]</sup>.

Shenzhen is the most typical immigrant city in China. It has citizens and foreigners from 56 ethnic groups in China and abroad. The proportion of migrants (referring to as non-resident population) accounts for more than 70% of the total population in Shenzhen. The original inhabitant in Shenzhen is a single Han nationality. Since the reform and opening up, there were 55 ethnic minorities in Shenzhen by 2002. It is the second largest city in China after Beijing where gathering 56 ethnic groups <sup>[7]</sup>. In 2014, the minority population of Shenzhen was 1.09 million, the largest ethnic minority population in China. In 2003, Shenzhen established a development strategy of “cultural establishment” and vigorously developed cultural and creative industries. In 2013, the added value of Shenzhen's cultural and creative industries reached 135.7 billion yuan, accounting for 9.3% of the city's GDP <sup>[42]</sup>. The immigrants have brought a variety of cultures, and multiculturalism is formed by mixing immigrant cultures with the original Lingnan culture.

## **6. Urban economy and industrial structure**

### *6.1 The economic development of both cities has created a miracle of the world*

The authors first chose GDP and per capita GDP as main economic indicators. For the division of



industrial structure, the two cities are quite different. Shenzhen is generally classified as primary, secondary and tertiary industries, while Dubai is directly subdivided into various sectors such as manufacturing, construction, trade and repair services, transportation, warehousing and communications, real estate and commerce, finance etc. There are also differences in the industry segments between the two cities. Many indicators are difficult to make direct and accurate comparisons, especially the percentage of GDP by sectors.

Table 7 shows the GDP and per capita GDP of Dubai and Shenzhen during the period of 1980-2017 and the proportion of the three industries in Shenzhen. It can be seen from Table 7 that: (1) GDP and per capita GDP of the two cities have increased rapidly. (2) Shenzhen's GDP is about twice as high as that of Dubai, but Shenzhen's permanent population is much higher than Dubai's, so the per capita GDP is lower than Dubai. In 2017, Dubai's GDP was about US \$ 111.797 billion, and the per capita GDP was US \$ 37560. Compared with 2000, the annual growth rate reached 110.1% and 179.2% respectively. Shenzhen's GDP was US \$ 343.373 billion, and the per capita GDP was US \$ 27408. The annual growth rate is 58% and 28.1%, respectively, which are much higher than those in western cities. Shenzhen's economy is equivalent to that of a medium-sized province in China. In 2017, Shenzhen's GDP surpassed Guangzhou and Hongkong for the first time, ranking third in Chinese cities, while per capita GDP ranked first in Chinese cities. (3) The proportion of three industries in Shenzhen has also changed significantly. In 1980, the proportion of agriculture was high (28.9%), and the proportion of primary, secondary and tertiary industries was 28.9:26:45.1. By 1990, the proportion of agriculture was significantly reduced, and the proportion of secondary and tertiary industries increased. After 2008, the proportion of Shenzhen's tertiary industry in GDP began to exceed 50%, and reached 60% in 2016, showing the tertiary industry as the dominant industry, and the primary industry is negligible. (4) After the "Dubai crisis" triggered by the international financial crisis in 2008, Dubai's construction and real estate industry declined, and GDP fell from US \$ 79.978 billion in 2008 to US \$ 763.93 billion in 2009, while GDP and per capita GDP in Shenzhen still maintain an increasing trend, which to some extent indicates that Dubai's industrial structure is more



vulnerable than that of Shenzhen and is more susceptible to the international environment. After 2010, Dubai timely adjusted its economic development strategy so as to control the overheated growth of real estate industry by means of a series of policies and financial means, meanwhile, vigorously promoted economic diversification, which brought about quick economic recovery of Dubai. Dubai's GDP in 2010 return to the same level as that in 2008, and after that it has basically increased year by year.

Table 7 GDP and per capita GDP in Dubai and Shenzhen (1980-2017)

Year	Dubai		Shenzhen		
	GDP (million US \$)	per capita GDP (US \$)	GDP (million US \$)	per capita GDP (US \$)	Ratio of industries
1980	-	-	39.05	121	28.9: 26: 45.1
1990	-	-	2481.6	1261.1	4.1: 44.8: 51.1
1995	1122	1627.5	12179	2826.1	1.5: 50.1: 48.4
2000	5671	9281	31622	4741.5	0.7: 49.7: 49.6
2005	38172	38585	71570	8789.3	0.2: 53.4: 46.4
2008	79978	63317	112565	12060.7	0.1: 48.9: 51.0
2009	76393	55772	118557	12164.2	0.1: 46.7: 53.2
2010	79087	41504	138509	13631.3	0.1: 47.2: 52.7
2015	99569	40696	252978	24028	0: 41.2: 58.8
2017	111797	37560	343372.9	27408	0: 41.3: 58.6

*6.2 Both cities take the tertiary industry such as trade, transportation and finance as the leading industry*

Table 8 shows the percentage of GDP by sectors in Dubai and Shenzhen during the period 2000-2016. Wholesale and retail trade services are the most contributors and also the traditionally advantageous industries in Dubai, while construction and real estate industries are booming after



2000, all the same, it is also difficult to shake up its prime economic status. Other sectors such as finance, transportation, warehousing and postal services have remained stable, except that the proportion of manufacturing decreases. The prominent industry of Shenzhen is manufacturing, which accounts for a much higher proportion than other industries. In tertiary industry in Shenzhen, finance, wholesale and retail industries are main contributors.

Before 2008, real estate and construction industries in Dubai contributed a lot to urban economy, and the largest contribution ratio was more than 30% in 2008, which is in line with Dubai government's considerable efforts to build various so-called "top of the world". Dubai's 1960 master plan laid the foundation for urban road networks and municipal service systems, but did not foresee the subsequent explosive growth of the economy. In 1990, Dubai government issued "Dubai Urban Area Structure Plan 1993-2012"<sup>[1]</sup> to guide the economic and geographic development of the city into the 21st century. The plan is considered to be the strategic basis for the growth and development of Dubai's urban areas, with the aim of providing a reasonable land allocation for urban expansion to meet current and future needs, ending uncontrolled urban growth and promoting compact development. Dubai vigorously develop urban infrastructure and high-end tourism using its international trading market, the tallest office building, the most luxurious hotel, the latest rotating building and the most creative world island plan, have become the symbols of Dubai. In February 2007, the Dubai chiefs announced the "Dubai 2015 strategic planning"<sup>[43]</sup> with the goal of an economic growth rate of 11%. In 2009 both construction industry and real estate industry in Dubai were heavily hit by the international financial crisis, which cause the government to adjust "Dubai 2015 strategic planning", and focused on the development of traditional industries such as trade, transportation and tourism etc.

It can be seen from table 8 that Shenzhen's manufacturing industry has occupied the highest share of GDP, even more than 50% in 2005. Shenzhen subsequently adjust its development strategy and develop modern service industry, which resulting in the significant decrease in the manufacturing sector, and the increase in the finance and trade industries. As important international gateway in China, Shenzhen is one of the most economically active cities in the world, business is equally



well developed, and both import and export trade rank first in Chinese cities, foreign trade export accounts for 1/7, and for 23 consecutive years Shenzhen ranks first in Chinese mainland cities <sup>[7]</sup>. According to the statistics in 2016 in table 8, wholesale and retail trade and repair services industry is still the largest industry in Dubai, which accounts for about 25.4% of GDP; transportation, storage and communications industry accounts for about 16.3%; financial industry accounts for 11%; real estate industry 6.5%; hotel and catering industry 4.5%. In contrast, manufacturing sector accounts for 9.2%, and construction 6.6%. That is to say, the service industry in Dubai is in an absolutely dominant position, achieving close to 80% of the whole GDP. In the same year, manufacturing industry was the largest industry in Shenzhen's economy, accounting for about 37.3% of GDP; the second is financial sector (14.4%); wholesale and retail trade, and real estate accounting for 11.2% and 9.1% respectively; transportation and warehousing industry 3.2%, that is to say, secondary industry accounted for 40%. Tertiary industry, service industry, had become the leading industry ( $\approx 60\%$ ) in the whole industrial structure of Dubai.



Table 8 Percentage of GDP (%) by sectors in Dubai and Shenzhen (2000-2016)

Year industry	2000		2005		2008		2010		2013		2015		2016	
	Dubai	Shenzhen	Dubai	Shenzhen	Dubai	Shenzhen	Dubai	Shenzhen	Dubai	Shenzhen	Dubai	Shenzhen	Dubai	Shenzhen
manufacturing industry	17	44	15.8	50.35	11.3	47	13.3	44.2	13.7	40.6	9.3	38.5	9.2	37.3
Construction business	9	5.64	11.7	3.03	13.7	2.54	9.5	3.03	7.7	2.8	6.8	2.7	6.6	2.7
Transportation, warehousing and postal services	13	3.5	13	4.36	12.1	3.83	14.3	4.0	14.8	3.5	15.4	3.1	16.3	3.2
Wholesale and retail trade and repair services	18	10.4	22.3	10.5	29.3	9.93	29	10.8	29.2	12.2	26.3	11.6	25.4	11.2
Accommodation and catering industry	5	2.8	3.6	1.96	3.3	2.13	3.7	2.13	5	1.86	4.6	1.9	4.5	1.9



Finance	11	10.13	9.8	6.17	11	12.45	11.4	13.6	11.2	13.85	11.1	14.3	11.0	14.4
real estate	10	7.25	10.2	9.0	17.6	6.3	13.9	6.6	13.3	9.2	6.4	8.9	6.5	9.1



Tourism is also a powerful driving force for promoting Dubai economic diversification. The superior geographical position, developed harbor, unique landscape with the coexistence of marine and desert, become the unique superiority of developing tourism and trade. Therefore, in the 1990s, the economic development strategic plan of Dubai 2010 and 2015 <sup>[43]</sup> set by Dubai chiefs focus on trade, transportation and tourism, finance and other industries, with its purpose of developing new tourism industry and transforming Dubai into a global financial, commercial and entertainment center, that is to say, attracting foreign investment and introducing Dubai to business travelers from Europe, USA and other Gulf countries by developing tourism industry, and therefore promoting diversification of regional economic structures. Dubai's marketing strategy is very successful, initially focusing on high-end luxurious facilities. In 1985, there were 26 luxury (/ first class) hotels in Dubai's 43 hotels. During the 1996-2000 years, the world's first seven-star hotel - the Burj Al Arab Hotel, become the landmark in Dubai, which promoting the development of international high-end hotel chain. In view of the desert, hot climate in Dubai is difficult to attract tourists, so some special activities such as Dubai Shopping Festival and Dubai summer surprises <sup>[20]</sup> are developed. In addition, Islamic culture is also an attraction to tourists. The goal of this planning is to increase the number of annual tourists to 15 million in 2010, meanwhile, to promote public-private cooperation management and quality management in tourism industry, to develop sustainable tourism, and to improve the skills and employment opportunities, etc. In 2013 Dubai issued "Dubai Tourism Strategy 2020" <sup>[44]</sup>, with the goal of attracting 20 million visitors in 2020, and transforming Dubai into the "preferred place" for international tourists. There were 475 hotels in Dubai by 2016, in which five-star 96, four-star 112, one to three-star 267, and most of the guests stayed at four and five-star hotels (see Figure 2). In addition to the hotels, Dubai government launched a lot of luxury building construction in order to enhance the attractiveness of the city, including the most famous Burj Dubai, the Palm islands, the island of the world, the international financial center, the Dubai Land and





the ski, in the meantime, also began to upgrade the existing Dubai International Airport and Dubai subway construction, in a word, Dubai attracted worldwide attention. However, Dubai also has the reputation of "expensive, luxury brand", so that Dubai rely mainly on short-term stay tourists which usually stay in Dubai for a short time with an average of 3.2 nights per capita (see Figure 3). Tourism in Shenzhen is far from Dubai. In 2016 there were 114 star hotels in Shenzhen with an occupancy rate of 68.1%, including 25 five-star, 24 four-star, 51 three-star, 14 two-star hotels.

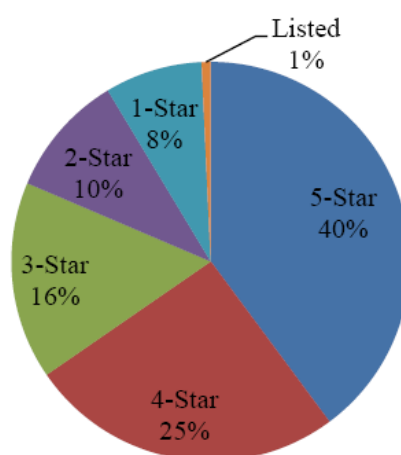


Fig.2 Residence Nights by Hotel classification in Dubai (2016)

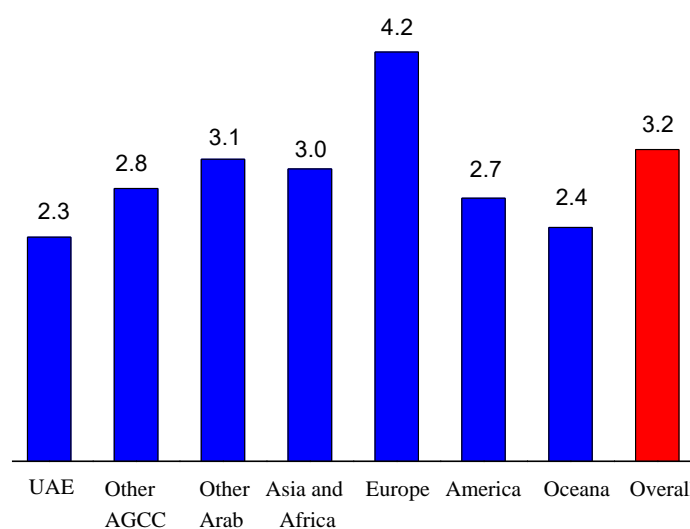


Fig.3 Average length of stay of tourists by nationality classification in Dubai (2016)



The rapid development of Shenzhen cannot realize without Hongkong. Hongkong greatly improve resource allocation and optimization of the industrial structure in Shenzhen, and promote the transformation of Shenzhen's economic growth mode from extension to intension. In the capital investment in Shenzhen more than half of investment came from Hongkong, which became one of the main driving forces to keep Shenzhen rapid economic growth. During 1979 - 2002 actual investment from Hongkong to Shenzhen amounted to US \$1888.4 billion, contributing 60% of total investment. The massive transfer of the labor-intensive industries from Hongkong to Shenzhen, combining the advantage of talent, technology and cost in Shenzhen, helped Shenzhen complete the primitive accumulation of capital by converging with Hongkong's capital, information and management advantages, improved optimal allocation of resources and productivity, and promoted Shenzhen's economic development.

Shenzhen's industrial evolution is essentially from labor-intensive to capital-intensive, and finally to the technology-intensive and knowledge-intensive development. The industry of Shenzhen is from light industry across heavy industry stage, directly to the middle and late period of high-tech industrial stage <sup>[45]</sup>. Shenzhen is not suitable for the development of iron and steel, chemical and other heavy industries, thus the proportion of heavy industry is quite low, while electronic information manufacturing industry occupies half of the proportion <sup>[45]</sup>. This indicates that the motive force of Shenzhen's development mainly comes from the manufacturing industry. The manufacturing industry is the basis of Shenzhen's development, and also the power of development, which is crucial to the high-tech. The development of logistics and financial industries cannot do without advanced manufacturing industry. Shenzhen has a superior geographical and economic location, links with international financial and trade center---Hongkong, and is the best city in China to develop advanced manufacturing industry.



---

## **7. Conclusion**

The development of two cities has many similarities but also has their own characteristics. Two cities are mainly young people of the city of immigrants, and the cities attracting young people must be dynamic, inclusive, pluralistic and open cities, which being full of entrepreneurial opportunities. Most of the foreign population in Shenzhen is the non-Shenzhen people, but still Chinese, in contrast, Dubai is more international. Under the powerful governmental impulsion, both cities foster strengths and circumvent weaknesses, bold reform, so as to obtain the rapid urban development.

Dubai belongs to the government-leading development model. In the late 1990s, Dubai successfully achieved the "industrial transfer", with the trade, transportation, finance and other service industries as the main industries. By means of its own advantages, special landscape and cultural characteristics, Dubai vigorously develop the tourism industry, and promote the development of other industries. Dubai started from petroleum and trade with the aid of strong tourism industry and financial industry, therefore had abundant capital, so the development of Dubai takes the high-end route, including paying more attention on the shaping of city brand and creating lots of landmark buildings being called "top of the world". Before 2008, the advantageous industries in Dubai include trade, real estate and construction industries; and after 2008, are trade, transportation and warehousing, and financial industries. The development model of Shenzhen is the government guidance accompanying with market-driven. Hongkong paid a great influence on Shenzhen's construction, and the capital from Hongkong promotes the manufacturing industry to become the leading industry in Shenzhen. The role of Shenzhen is to find a feasible road to development, entrepreneurship and innovation for the Chinese. As an example of the development of other cities in China, Shenzhen must be always build on firm ground and pay more attention on the real economy, gradually closing towards the high-end economy, instead of directly positioning urban development at the high-end, which including the development of high-end manufacturing



and gradually reducing low-end manufacturing. Shenzhen is supported by Chinese government and a huge Chinese market, which is very favorable conditions for the real economic development, and this is not available in Dubai. Therefore, the competitive industries in Shenzhen are very obvious, and the manufacturing industry has been the largest share of GDP, other industries such as the financial, wholesale and retail, construction industries, accounted for only a small proportion. If the development patterns of two cities switch, such big successes couldn't occur, so it is very important to make development models suitable for their own national conditions. Other cities can learn from both cities according to their own actual situations, but also can not completely copy such model of development.

The development of Shenzhen is driven by an extensive economy. Shenzhen's economy is larger than Dubai's and has a solid industrial basis; however, there is still room for optimization in the industrial structure. It is necessary to further increase the proportion of tertiary industries such as modern service industries to improve the quality of the city. There is also some irrationality in Dubai's industrial structure, such as low degree of industrialization, excessive dependence on foreign capital, excessive dependence on foreign workers, and a serious shortage of native talents, which are easily affected by the international environment. However, no matter the Dubai model or the Shenzhen model, both models have brought about rapid economic development, although they both have serious environmental and social problems. The gap between the poor and the rich has increased, corruption has intensified, society has become more and more unfair, and the well-being of the people has not increased. The lives of some of the bottom-level people have not even risen but fallen. The environmental resource in Shenzhen is not sustainable, while the society in Dubai is not sustainable. In the future urban development process, both cities need to give priority to the harmonious coexistence of economy, population, resources and environment, and in accordance with the laws of natural development, which can ensure the long-term and



sustainable development of economic and social development.

## Acknowledgments

We acknowledge the financial support of the national science foundation of China (51878285).

## References

- [1] Michael Pacione, City profile: Dubai, Cities, 2005, 22 (3) : 255-265.
- [2] Bagaeen, S. Brand Dubai: The instant city; or the instantly recognizable city. International Planning Studies, 2007, 12(2): 173–197.
- [3] Elsheshtawy, Y. Dubai: Behind an urban spectacle. 2010, London: Routledge. pp249
- [4] Ponzini, D. Large scale development projects and star architecture in the absence of democratic politics: The case of Abu Dhabi, UAE. Cities, 2011, 28(3): 251–259.
- [5] Jia Hongmin, Che Xiaomei, analysis of the transformation of Dubai city and its enlightenment to me, Asia and Africa, 2014, 1:109-120. (in Chinese)
- [6] [http://news.eastday.com/eastday/13news/auto/news/china/u7ai4498018\\_K4.html](http://news.eastday.com/eastday/13news/auto/news/china/u7ai4498018_K4.html)
- [7] Shenzhen Statistical Yearbook, 2001-2017. (in Chinese)
- [8] Huang Ling, The Reform and Opening Process of Shenzhen Special Economic Zone and Its Enlightenment, Hong Guangjiao, 2010, 8: 11-15. (in Chinese)
- [9] Che Xiaomei, Du Yanping, The Rise and Trend of Dubai, West Asia and Africa, 2008, 6:34-40. (in Chinese)
- [10] Zhang Shanjie, Lu Yizhen, Shi Liang, Development Status and Successful Experience and Enlightenment of Dubai Free Trade Zone, Port Economy, 2014, 1:47-49. (in Chinese)
- [11] Abdalla Abdelrahman Yousif Bin Sultan, An assessment of excellence in formulating strategic plan: a case study of Dubai government's strategic plan United Arab Emirates, University of Derby, 2012, p.104.
- [12] Martin Hvidt, The Dubai Model: An Outline of Key Development-Process Elements in Dubai, International Journal of Middle East Studies, 2009, 41(3): 397-418.
- [13] Chen Sijia, Qian Cong, Dubai's development model, international market, 2009, 8:37-39. (in Chinese)
- [14] Yasser Elsheshtawy, Ji Yan, Sha Yongjie, Dubai: Real Estate Operations and Transnational Urban Development, Shanghai Urban Planning, 2017, 2: 52-58. (in Chinese)
- [15] Genanew Bekele Worku, House price drivers in Dubai: nonlinearity and heterogeneity,



---

International Journal of Housing Markets and Analysis, 2017, 10(3): 384-409.

[16] Zong Liang et al., “Research on Global Economic and Financial Issues: Causes, Impacts and Implications of the Dubai Debt Crisis”, Bank of China International Finance Institute, 2009. (in Chinese)

[17] Fang Ning, debate on “Dubai crisis” and “Dubai mode”, China Foreign Trade, 2009, 12: 32-35. (in Chinese)

[18] Ali Sadik, The global economic crisis and consequences for development strategy in Dubai, Palgrave Macmillan, June 2012.

[19] Song Chaoying, Liu Zhi, Kong Deqiang, Exploring the development model of Dubai under the real estate bubble, Business Times, 2010: 19:76-77. (in Chinese)

[20] Joan C Henderson, Tourism in Dubai: Overcoming barriers to destination development, International Journal of Tourism Research, 2006, 8: 87-99.

[21] Melodena S Balankrishnan, “Dubai – a Star in the East: A Case Study in Strategic Destination Branding.” Journal of Place Management and Development, 2008, 1(1): 62-91.

[22] Sangeeta Peter, Victor Anandkumar, Dubai shopping festival: tourists’ nationality and travel motives, International Journal of Event and Festival Management, 2014, 5(2): 116-131.

[23] Ahmed K. Nassar, G. Alan Blackburn, J. Duncan Whyatt, Developing the desert: The pace and process of urban growth in Dubai, Computers, Environment and Urban Systems, 2014, 45: 50-62.

[24] Yue Qi, Xu Wei, Hu Heng, etc., Development and Characteristics of World Reclamation, Marine Development and Management, 2015, 6: 1-5. (in Chinese)

[25] Zahra Moussavi, Adeleh Aghaei, The Environment, Geopolitics and Artificial Islands of Dubai in the Persian Gulf, Procedia - Social and Behavioral Sciences, 2013, 81: 311-313.

[26] Khaled Alawadi, Rethinking Dubai's urbanism: Generating sustainable form-based urban design strategies for an integrated neighborhood, Cities, 2017, 60: 353-366.

[27] Yue Tingting, Dubai “Ecological Building” Research, Architecture, 2018, 9: 58-59. (in Chinese)

[28] Fang Wenzhao, Xiao Hu, Thinking about Dubai's “Eco-Building”, Science and Technology Information Development and Economy, 2010, 20(25): 159-160. (in Chinese)

[29] Guilherme Lohmann, Sascha Albers, Benjamin Koch, et al. From hub to tourist destination – An explorative study of Singapore and Dubai’s aviation-based transformation, Journal of Air Transport Management, 2009, 15: 205-211.

[30] Tong Fei, Dubai and Hong Kong Modernization Comparison, West Asia and Africa,



2011, 8: 62-76. (in Chinese)

[31] Dong-Sung Cho, Hwuy-Chang Moon, Wenyan Yin, Enhancing national competitiveness through national cooperation: The case of South Korea and Dubai, *Competitiveness Review*, 2016, 26 (5): 482-499.

[32] Li Jing, Hao Yong, The Successful Operation of Dubai JEBEL Ali FTZ on Shanghai FTZ Development Enlightenment, *International Journal of Business and Social Science*, 2014, 5(6): 247-251.

[33] Xin Zhao, Murat Karagoz, Potential of Istanbul as an International Financial Center: A Comparison with Shanghai and Dubai, *Procedia Economics and Finance*, 2016, 38: 232-244.

[34] <http://www.lboro.ac.uk/gawc/gawcworlds.html>

[35] Alexander Melamid, Dubai City, *Geographical Review*, 1989, 79 (3) : 345-347.

[36] Sharpley, Richard, "Planning for Tourism: the Case of Dubai." *Tourism and Hospitality Planning and Development*, 2008, 5 (1): 13-30.

[37] Michael Matly, Laura Dillon, Dubai Strategy: Past, Present, Future, *Dubai Initiative*, 2007, 2: 1-20.

[38] <http://www.cfc.org.cn/html/2015/07/22/2015072203253800372116178.html>

[39] Tian Jipeng, Liu Shaoqi, Cai Meng, etc., Free Trade Zone and Cultural Industry Development: Shanghai Issues and International Experience, *Journal of Shanghai University of International Business and Economics*, 2015, 22(2): 29-38. (in Chinese)

[40] <https://sanwen8.cn/p/3e0YCZT.html>

[41] [http://www.360doc.com/content/18/0609/04/30558624\\_760838233.shtml](http://www.360doc.com/content/18/0609/04/30558624_760838233.shtml)

[42] Zhong Yaqin, Cultural Industry Upgrading and Urban Culture Innovation, *Journal of Shenzhen University (Humanities and Social Sciences Edition)*, 2016, 33(6): 42-47. (in Chinese)

[43] <http://www.dubai.ae/en/Lists/Topics/DispForm.aspx?ID=31&category=Home>

[44] <http://www.gulfinfo.cn/info/show-15753.shtml>

[45] Yu Zhiqian, Du Wenjie, Zhang Wei, Historical Evolution and Influencing Factors of Shenzhen Industrial Transformation and Upgrading, *Copper Engineering*, 2016, 141(5): 4-7. (in Chinese)