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five more years

China rebuilt
Angola's railways

Silver and bronze medals
at Asian Games

Macao 澳門



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Destiny [Ming]

In Chinese thought, 'destiny' refers not so much to a predetermined path in life as to the fact of death, which is destiny of all life and law of the nature.

Perhaps for this reason, the written word ming begins with a character meaning originally 'to agree' – a combination of 'person', 'one', and 'mouth' – and by extension 'mandate', and 'to close' both physically and figuratively. To this character is added a 'seal' or 'chop', also signifying an allotted 'time' or 'duration'. Thus, several ideas are at play. Our destiny, or allotted time, is sealed; and when the door closes on life it is by mandate of heaven.

From the book "The Spirit of the Chinese Character - Gifts from the Heart"
by Barbara Aria with Rusell Eng Gon

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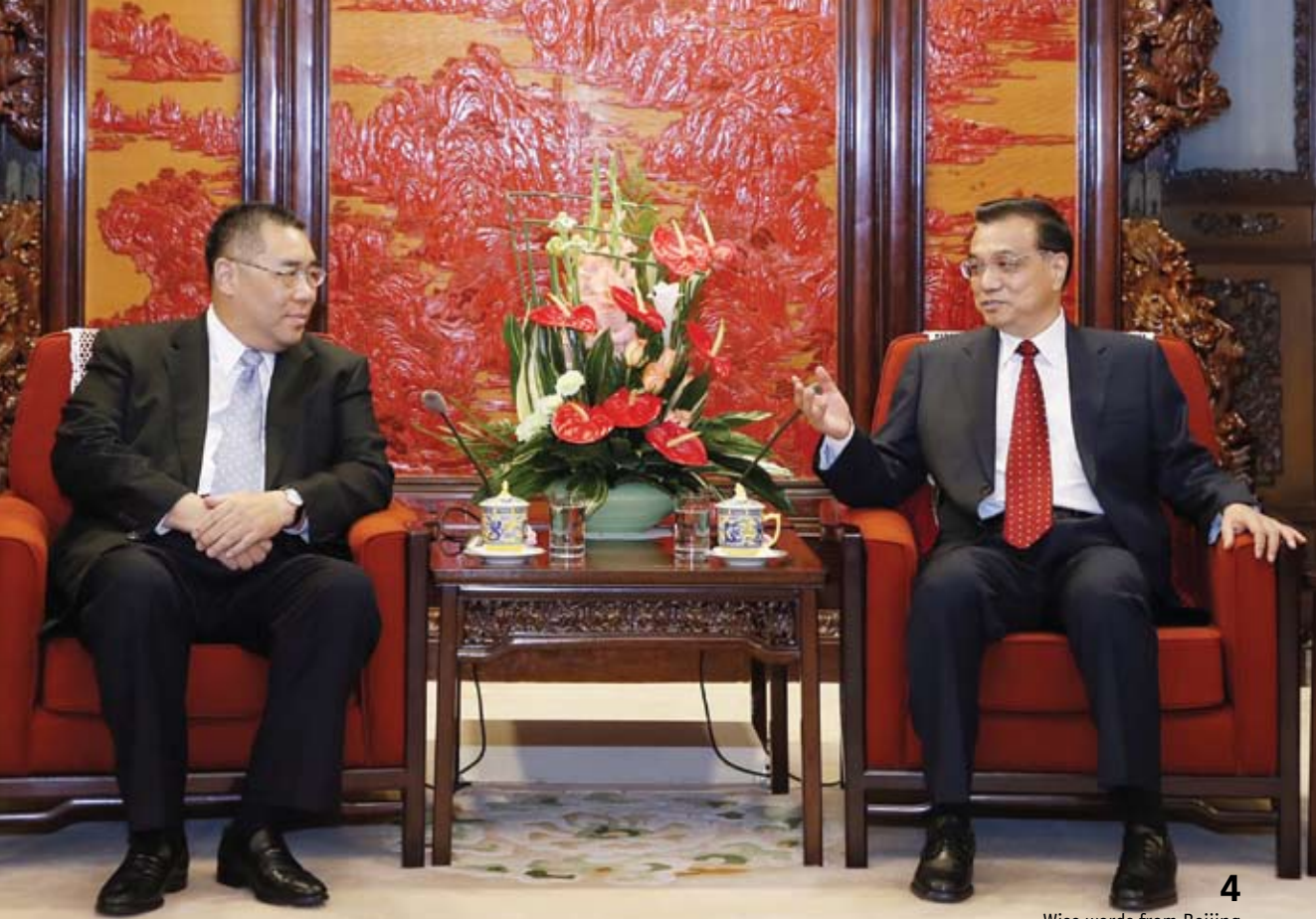
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China rebuilt Angola's
three main railways



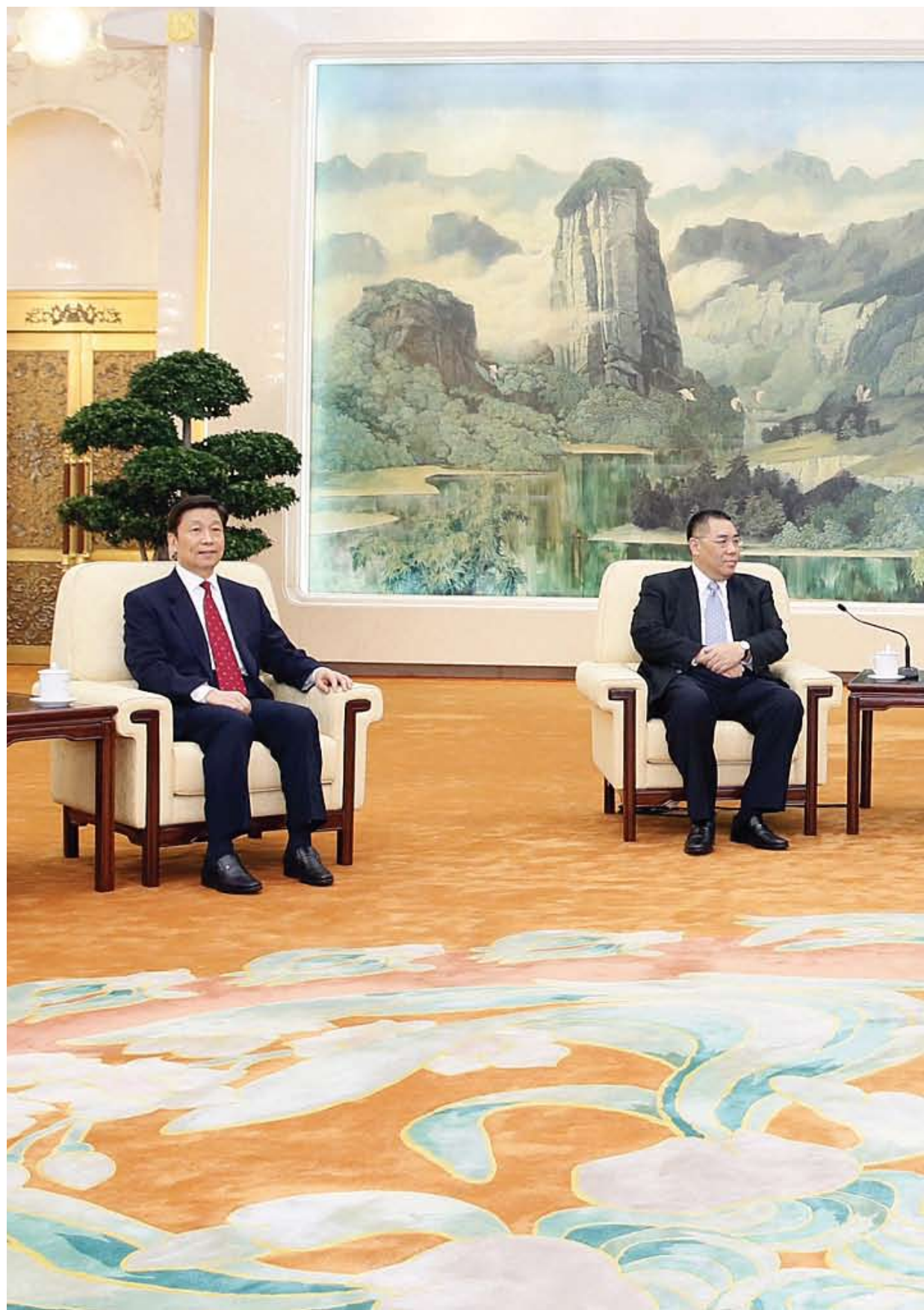
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Wise words from Beijing



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New Lineup



Wise Words from Beijing

By Christian Ritter

A photograph of President Xi Jinping and another Chinese official sitting in a room. They are both wearing dark suits and ties, seated in light-colored armchairs. Behind them is a large, traditional Chinese landscape painting depicting a mountain with a temple. The room has a patterned carpet and a small table with a microphone and a cup. The text "President Xi says Macao must be better prepared for adversities" is overlaid at the bottom.

**President Xi says
Macao must be better
prepared for adversities**

President Xi Jinping has told re-elected Chief Executive Chui Sai On that Macao must be more forward-looking and better prepared for any adversities.

Chui met Xi in the national capital on 23 September. Xi received Chui at the Great Hall of the People, just a few hours after Chui was appointed Macao's fourth chief executive by the State Council. It will be Chui's second term in the post, which will begin officially on 20 December, coinciding with the 15th anniversary of the establishment of the Macao Special Administrative Region (MSAR). Macao's chief executives can only serve two consecutive five-year terms, according to the Macao Basic Law.

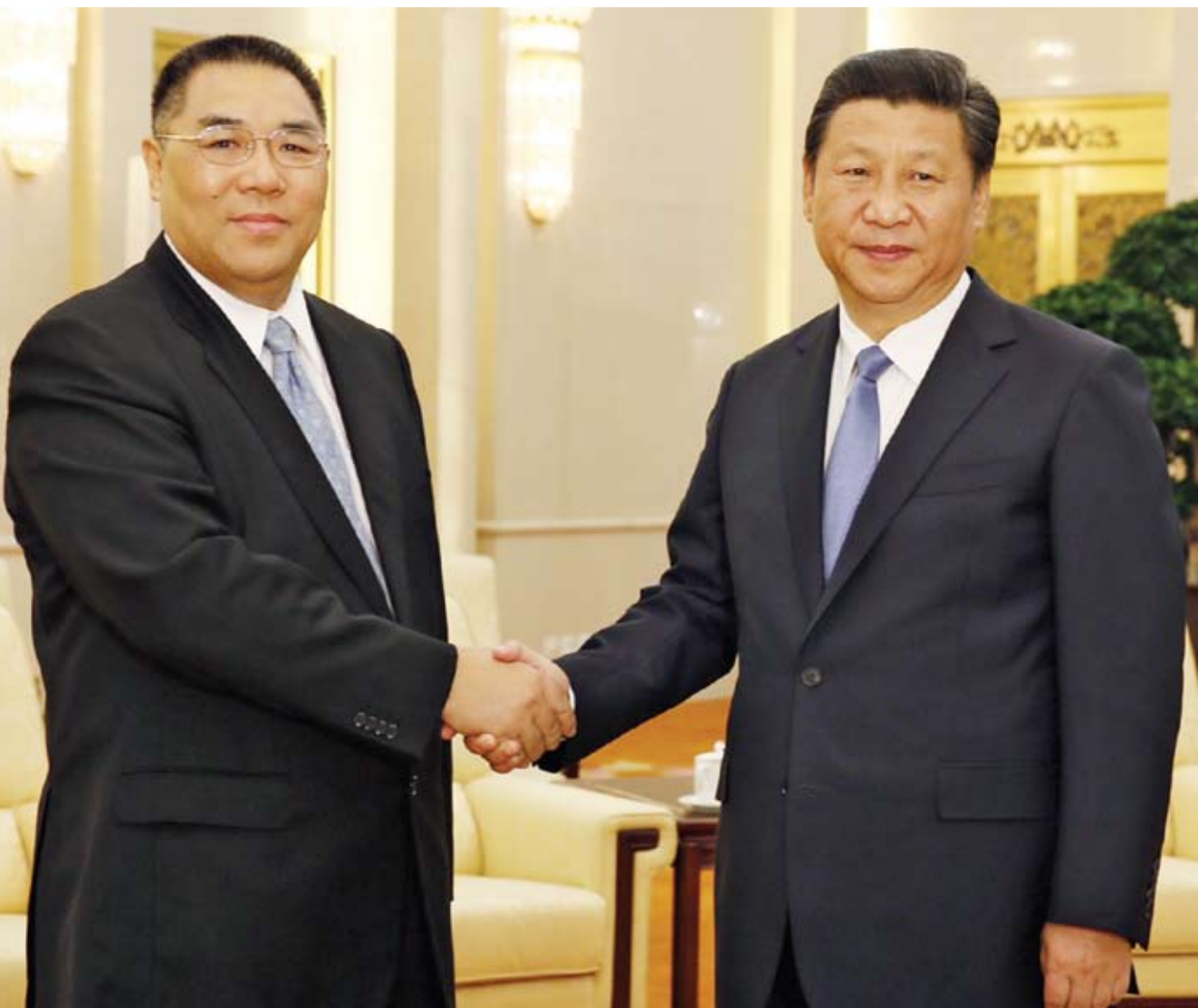
National People's Congress (NPC) Standing Committee Chairman Zhang Dejiang and Vice

President Li Yuanchao also attended the meeting, as well as Alexis Tam Chon Weng, the chief-of-cabinet of Chui's office.

"The internal and external environment of Macao has witnessed great changes and that will require better work from the new administration," Xi said during the meeting. He went on to explain that Macao will need to make a correct assessment of the situation, and make plans for the city as a whole.

Xi added that he hoped Chui would do better for Macao so as to merit the central government's trust and live up to local residents' expectations.

The president also told Chui to diligently perform his duty, promote a sense of foresight and preparedness, improve the work of public administration and advance the sustainable development of Macao.



President Xi Jinping (R.) with Chui Sai On (L.)

Nod of Approval

The president had praise for Chui's work over the past five years, stating that the central government had appreciated his office's solid implementation of policies while tackling multiple challenges, such as developing the economy, improving people's livelihoods and enhancing communication and cooperation with the Mainland.

Chui thanked the central government for its support and trust and pledged to implement the Basic Law and faithfully carry out the principles of "One country, two systems" and "Macao people administering Macao", based on the special administrative region's high degree of autonomy.

Chui also said his agenda for Macao's future would continue to focus on key issues, paying particular attention to training the local workforce, as well as diversifying and developing the economy to make it more sustainable.

Chui talked of the successful relocation of University of Macau (UM) to its new campus on Hengqin Island in early September, pointing out that as the city's most important public tertiary education institution it would continue towards its goal of being a world-class university.

Five more years

Before his meeting with Xi, Chui received his certificate of appointment from Premier Li Keqiang in a ceremony held in the central government's Zhongnanhai compound in Beijing.

Li congratulated Chui on his achievements so far, and said that the central government would continue to "thoroughly and accurately" implement the principles of "One country, two systems", "Macao people administering Macao", and a high degree of autonomy for the region while following the Macao Basic Law.

He said the chief executive and the government should continue to push forward with the city's sustainable development and promote a fair and harmonious society.

The premier also said that Chui's government should ensure Macao's unique role in the country's overall development.

Chui said that he would keep the promises he made during his re-election campaign last month by

listening more to public opinion, paying attention to projects related to people's livelihoods and putting residents' needs at the forefront of his next government's agenda.

He added that Macao would work hard to become a world tourism and leisure hub and serve as a business and trade platform between China and Portuguese-speaking countries.

Chui took the opportunity to thank the central government for hosting the APEC Tourism Ministerial Meeting in Macao in September, thereby giving the city a chance to be involved in the organisation of a very important international event.

Chui said the APEC meeting had helped to promote Macao overseas as a world tourism and leisure hub, a business and trade service centre for small and medium-sized enterprises (SMEs) from Portuguese-speaking countries and a regional distribution centre for foodstuffs from Portuguese-speaking markets, as well as an exhibition centre for trade and investment cooperation between China and Portuguese-speaking countries.

State Councillor Yang Jiechi, State Council Secretary-General Yang Jing, Hong Kong and Macao Affairs Office Director Wang Guangya and Central People's Government Liaison Office in Macao Director Li Gang also attended the meeting with Li.

More convenient border crossing

Meanwhile, a day after his meetings with Xi and Li, Chui Sai On told a press briefing in Beijing that he was "very optimistic" that the issue of longer opening hours for the Macao-Zhuhai border checkpoints would be resolved soon, adding his hopes that the opening hours of the Barrier Gate and Hengqin-Cotai checkpoints would be the first to be extended before the end of his first five-year term. His first term ends at midnight on 19 December. His second term will begin on the following day.

Currently, the Barrier Gate checkpoint is closed between midnight and 7am, while the Lotus Flower Bridge checkpoint between Cotai and Hengqin only operates between 9am and 8pm.

Civic leaders and tourism sector representatives have asked the local government to extend the Macao-Mainland border checkpoints' opening hours to reduce crowding issues.

Daily average visitor arrivals reached around 100,000, with almost 70,000 crossing the two borders between Mainland China and Macao.

Macao's population stood at 624,000 at the end of June.

The re-elected chief executive also said he would speak to local gaming operators about providing their own transport for non-resident workers to ease pressure on public transport and the Macao-Zhuhai border checkpoints.

He said his next government would have to work harder to tackle deep-seated problems that are constraining Macao's development, such as land resources, the supply of skilled workers, and how to diversify the economy through regional

cooperation.

Chui added that the government would also need to tackle the pressure that rapid development has put on housing and transport. He explained that these were issues that the new government would need to solve step by step.

Besides receiving his certificate of appointment and his separate meetings with the premier and president, Chui also had a meeting with officials of the Macao Special Administrative Region Office in Beijing where he green-lighted an exhibition on Macao's achievements in the 15 years since the return to the motherland.

The 15th anniversary coincides with the start of Chui's second term.

Photos by Xinhua



Premier Li Keqiang (R.) with Chui Sai On (L.)



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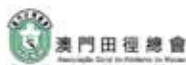
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Lai Man Wa, Ho Veng On,
Raimundo do Rosário, Wong Sio CHak,
Sonia Chan Hoi Fan, Chui Sai On,
Lionel Leong Vai Tac, Alexis Tam Chon Weng,
André Cheong Weng Chon, Ma Io Kun and
Ip Son Sang (L.to R.)

New Lineup

Chief Executive unveils nine new faces in second-term cabinet

By Christian Ritter

Chief Executive Sai On has unveiled nine new faces in the 10-member cabinet for his second term that begins on December 20.

Only one officer from the previous cabinet, Ho Veng On, retains his position as Commissioner of Audit. Of the 10, nine are civil servants and the tenth, Lionel Leong Vai Tac, is a businessman who will become Secretary for Economy and Finance. One is a member of the city's Macanese minority.

Chui officially announced the new team at a press conference at Government Headquarters on December 1, after it was approved by the State Council in Beijing, and presented them to journalists.

They will take office on December 20, when Chui's

second five-year term begins. This coincides with the 15th anniversary of the establishment of the Macao Special Administrative Region (SAR).

A new dynamic team

"The new team will govern Macao with an innovative spirit and new dynamism," he said. "We understand that there is a lot of room for improvement. So we will strive to meet public expectation in the next five years and do better than in previous years."

He said he had strictly followed the Basic Law when making his choices. "I made my decisions regarding the new cabinet based on the appointees'





background, qualifications and experience.”

Priority for diversification of the economy

The new Secretary for Economy and Finance is Lionel Leong, a member of the Executive Council (ExCo). He will replace Francis Tam Pak Yuen.

Leong has held different positions, including memberships of government committees and executive posts in various associations. He is chairman of Seng San Enterprises Ltd. and Smartable Holding Ltd. His businesses include a large-scale commercial laundry service. He said that he had put the shares of his companies in a trust fund.

“My priority is to ensure that the economy keeps growing and diversifying,” he said. “I am cautiously optimistic about the local economy despite a recent drop in gaming revenues. The upcoming review of the six gaming operators’ concessions and sub-concessions is an important part of my job. The government’s gaming and imported labour policies will remain unchanged.”

In 2015, there will be an interim review of the gaming industry. This will be one of his most important responsibilities – to judge whether the operators are meeting the objectives set by the SAR and central governments to diversify and provide facilities outside gaming.



Chui Sai On

Reform public administration

The new Secretary for Administration and Justice is Sonia Chan Hoi Fan, 50, who is replacing Florinda Chan Lai Man.

Sonia Chan became director of the Personal Data Protection Office in 2007 and also served as the deputy director of the Identification Services Bureau (DSI) between 1998 and 2010.

"My priority is to reform the structures of public administration in order to boost the morale of civil servants," she said. "Legal reform is another issue I will tackle."

A Macanese with experience on Macao affairs

The only Macanese in the Cabinet is Raimundo Arrais do Rosário, the SAR's representative in Lisbon, European Union and the World Trade Organisation since 2000. He will succeed Lau Si Io as Secretary for Transport and Public Works.

Rosário, 58, is a civil engineer by profession and a former chief of transport and public works. He has worked in Europe for 15 years.

"I regularly returned to Macao during my posting to Europe and am well-informed about the current issues the city is facing. I will familiarise myself with the bureaus under my portfolio," he said.

Improve the health system

The new Secretary for Social Affairs and Culture is Alexis Tam Chon Weng, who takes over from Cheong U.

Born in Myanmar 52 years ago, he entered the civil service in the late 1980s and became chief-of-cabinet of Chui in 1999, when he was secretary for social affairs and culture. In 2009, when Chui became Chief Executive, he became his chief-of-cabinet.

He promised to improve Macao's health system. "I will look into ways to have more non-local health professionals work in Macao and get more local young people enter the medical profession," he said.

Maintain law and order

Judiciary Police (PJ) Director Wong Sio Chak will replace Cheong Kuoc Va as Secretary for Security. Wong, 46, began working as a senior staff member in the Judiciary Police (PJ) in 1994 and was appointed prosecutor in 1997. He became deputy PJ director in 1998 and has been PJ director since 2000. He holds the rank of an assistant public prosecutor-general. "Under my leadership, the security forces will maintain law and order in strict adherence to the Basic Law," he said.

Comissioner of audit to keep his post

The new Commissioner-General of the Unitary Police Service is Ma Io Kun, 51, head of the Public Security Police (PSP). He will replace José Proença Branco.

Ma was appointed PSP chief in January. From March 2010 to January 2014, he was Assistant Commissioner-General of the Unitary Police Service.

He pledged that the police will ensure a "safe environment" for Macao.

The new head of the Commission Against Corruption is Cheong Weng Chon, director of the Legal Affairs Bureau (DSAJ). He is replacing Fong Man Chong.

Cheong, 48, who has been DSAJ director since 2000, said that he and his CCAC team would work hard to ensure a clean society and deal with any graft cases in accordance with the law.

Ip Son Sang, 50, will succeed Ho Chio Meng as Public Prosecutor-General. Ip, who heads one of the collegiate benches of the Court of First Instance (TJB), said that the rule of law was a core value of Macao.

"In my current position as judge and in my future position as Public Prosecutor-General I will say that political persecution must never exist [in Macao]... a prosecutor should be the defender of the city's legal system," Ip said.

The new director-general of the Macao Customs Service Director is the current deputy, Lai Man Wa, who is replacing Choi Lai Hang. Lai, 55, said that her appointment was both a challenge and encouragement.

The only member of the Cabinet to keep his post is Commissioner of Audit Ho, 52. He has held the post since December 2009.

"Audit work must be in line with international standards ... it is not related to any individual opinion," he said. "Over the past five years, I have learnt much about auditing."

A new spokesman with experience in the job

Chui also announced that Government Information Bureau (GCS) Director Victor Chan Chi Ping will become the chief government spokesman, a post currently held by Alexis Tam. Willis O Lam, Secretary-General of the Executive Council, will replace Alexis Tam as the chief-of-cabinet of Chui's office. ■



Victor Chan Chi Ping



Chief Executive promises higher salaries for civil servants

By Christian Ritter





Chief Executive Chui Sai On

Chief Executive Chui Sai On announced a salary increase for 28,000 civil servants, a higher payment for each permanent resident into the Central Provident Fund as well as a payment of 9,000 patacas (US\$ 1,125).

Chui made the promises for 2015 during a news conference at the Government Headquarters on 11 November, after attending the plenary session of the Legislative Assembly. It was part of his work report on his first five-year term, due to end on 19 December. He will begin his second term the following day. In March, he will present his 2015 Policy Address, when his new team of policy secretaries will also outline plans for their respective sectors.

During the plenary session in the legislature, Chui announced the 2015 budget, under which the government plans to increase the salaries of public servants by 6.75 percent from 1 January. The rise will benefit about 28,000 government employees. Their salaries were raised by 5.71 percent in May. In the first nine months of the year, Macao's inflation

rate stood at 6.08 percent. The bill to increase the salaries will have to be passed by the legislature.

Chui also said that his government would continue to pay its annual "wealth-sharing" handout in 2015. The amount would remain unchanged at 9,000 patacas for permanent residents and 5,400 patacas for non-permanent residents, the same as this year. This scheme is unique in the world; it is meant to ensure that all residents share the fruits of their city's economic growth.

He said that the government would put 7,000 patacas into the Central Provident Fund of each permanent resident, a 16.6 percent increase from this year.

The 2015 budget will amount to 154.6 billion patacas, up 0.6 percent from this year. Total expenditure is budgeted at 83.7 billion patacas, resulting in a surplus of 70.9 billion patacas.

During the news conference, Chui said that the government had to move towards a democratic society in line with the law in general and the Macao Basic Law in particular.

"The future government will continue to listen to public opinion ... and the opinions of the majority should be respected," he said. He added that all opinions the government collected in 2012 about the development of the city's political system and election of the chief executive and the legislature had been submitted to the central government in Beijing. He stressed that the central government had the right to initiate political reform and also has the final say on the matter.

Asked by reporters whether his government would come up with new measures to tackle the city's rising property prices and whether it had new plans for public housing, he admitted that property prices "are quite high". "There have been fewer property transactions ... we hope [the property sector] will enter an adjustment period."

He also said that he and his team would continue to develop the economy and improve people's livelihoods. In his work report, Chui stressed the

quality of Macao's health system, which is providing residents with a free primary health care service which the World Health Organisation (WHO) has described as "a good model". He also underlined the fact that his government set up a financial reserve system and cultural industry fund this year.

Chui emphasised Macao's increasingly important role as a business-service platform for regional and international cooperation. In his first five-year term, the government hosted two ministerial-level meetings of the Forum for Economic and Trade Cooperation between China and Portuguese-speaking Countries. Under Chui's leadership, Macao has also strengthened cooperation with neighbouring Guangdong province, especially the joint development of Hengqin Island, which is adjacent to Macao's Taipa and Coloane islands. Macao has invited investments in Hengqin's Chinese Medicine Industrial Park that is being developed in close cooperation with the Guangdong provincial government. ■



Platform for popularising science in Greater China

Macao Science Centre's ambitious plans to rebrand itself

By Mariana Sá







Macao Science Centre (MSC) is a young institution but it has made great strides since it opened in 2009.

The number of visitors to this modern facility has more than doubled, from 300,000 in its first year to 700,000 in 2013. The centre has 14 galleries covering a wide range of subjects and, more importantly, a state-of-the-art 3D planetarium, which has earned the MSC a Guinness World Records award.

This summer, the International Planetarium Society (IPS) hosted its annual Fulldome Festival at the MSC – a major recognition of the centre's management and modern facilities.

The centre cost 800 million Hong Kong dollars and covers 20,000 square metres; it was designed by world-renowned architect Ieoh Ming Pei. With a smart spaceship-like façade, it is the first landmark seen by visitors arriving in Macao by ferry.

The centre's official mission is to popularise science, provide a platform for science-related exhibitions and conventions and promote local tourism. Through the many activities it has organised, the centre has achieved these goals and is now ready to take another major step forward.

Hon Pan Sio, MSC's Chief Curator since 2012, explains the business plan for the future. "We want not only to embody traditional concepts of science centres. We also want to incorporate the idea of

a theme park to our centre. The MSC is a limited company; we can undertake commercial activities, such as selling exhibits to other science centres."

Sio quotes the recent example of the highly successful interactive use of Leonardo Da Vinci's inventions.

"We recently brought the exhibition from Italy to the centre. Then, we improved it, adding more exhibits, translating the content into Chinese and Portuguese and making adjustments to cater to local taste. Later, together with our Italian museum partner, we re-packaged the exhibition and sold it to Mainland China. The repackaging is important, as we need to meet the demands of local people."

Entitled *The Scientific Conceptions of Leonardo da Vinci 500 years and Beyond*, the exhibition had more than 60 interactive pieces, including Leonardo's codices and 16 replicas of his most famous paintings.

Seeing Macao as a window to Greater China, Sio has established numerous collaborations with other science centres, including the Guangdong Science Centre, Shanghai Science and Technology Museum and the Beijing Science Centre. MSC also signed a memorandum of cooperation in 2014 with the Gwacheon National Science Museum of South Korea and established relations with the forthcoming Angola Science Centre in Africa.



These agreements include long-term cooperation between the centres and the possibility of producing exhibitions together and selling them. Only a few months ago, MSC sold a revamped exhibition called Wildlife Photographer of the Year, originally produced by the London Natural History Museum and BBC Worldwide, to the Guangdong Science Centre.

MSC tries to use its facilities for commercial purposes too, renting out the whole convention centre, which includes a convention hall that can accommodate 450 people for meetings and 200 people for ballroom events and four meeting rooms. With its three major objectives being education, tourism

and conferences, MSC hopes to become a regional tourist attraction merging learning, leisure and entertainment in one place.

"We are creating the MSC brand name with our exhibitions, our education programmes and drama performances. We are not a museum, we are a centre. Museums must keep their collections, but our collections are constantly changing."

Educational activities

In 2011, MSC created Captain SURE as its mascot. His mission was to teach everyone about science and how it affects our day-to-day lives. "Different age groups have different needs and we must provide what each group finds interesting", explains Sio. MSC aims to promote theories and concepts that students learn at school in creative and interactive ways.

The MSC currently has 14 galleries open to the public, including the Eco Conservation Gallery, the Food Science Gallery, and – most popular – the Children's Science Gallery. Besides the MSC's featured

galleries, it often imports special exhibitions from abroad to bring a wider range of topics to the audience.

MSC also has a mechanical workshop in the basement available for educational group bookings. Visitors include professional, architecture and engineering associations and, most commonly, middle school students. Visitors may create their own robotics there, experience laser cutters and use the only 3D printer available in Macao.

Schools are the most important partner of the MSC. "At MSC, we compensate students with what they cannot do at school", notes Sio.





The world's most advanced planetarium

One attribute of a good planetarium is its resolution: the sharper the better. MSC has been ahead of other science centres worldwide since 2009, with its 8K-resolution planetarium. "K" is the short form of kilobyte representing 1024 pixels. "Let me simplify it. What is 8K? Your television is 2K, with the most advanced ones being 4K. Here we have 12 projectors, six for your left eye and six for your right eye. Combining all the projectors together, they amount to 8K, the highest in the world. From my memory, there are around 10 theatres that have 8K systems worldwide, but they are all in 2D. At MSC we have 8K in 3D," explains Sio.

Current programmes include To Space and Back 3D, A Starry Tale and Wildest Weather in the Solar System 3D, lasting approximately 30 minutes. These programmes are broadcasted in Cantonese, with narrations available in Mandarin, Portuguese and English. Open from 10.15am to 5.15pm, the planetarium holds seven to eight viewings each day.

MSC's innovative planetarium may have been one of the main reasons why the IPS decided to come to Macao. The IPS is the largest organisation of professional planetarians in the world; being affiliated with them has brought great prestige to the MSC.

"Although the major reason for IPS to convene in Macao is our high definition system, we also have the human resources to support the equipment, conference and hotel facilities." The IPS-Macao International Fulldome Festival 2014 Festival Competition and Award Presentation/Public Screening lasted from 18 June to 31 July.

Attracting over 100 professional delegates including theatre curators and producers, the festival brought to Macao all the best 3D dome shows to share with its citizens and visitors. Aiming to be a regional platform for science education and convention exhibitions, this festival fit MSC's mission perfectly. "Not only can we show people we have the facilities but we also have the technology."



Sharing technology and innovation

“Mainland China has around 150-160 full dome theatres, making science a very big market, but they are ten years behind in technology. They need new information systems, new samples for them to know what is happening in the world and what the best systems are,” emphasizes Sio.

During the IPS festival, many delegates came to the MSC to learn more about the newest technology and operational methods. The MSC has created a platform where it can share science concepts with Chinese scientists.

Looking to the future

Sio wants people from Macao and abroad to visit the centre regularly, rather than only once. “In the next few years, we not only want to improve our environment but also our facilities. Transportation is vital to us. In addition to our free shuttle buses to and from the Macau Maritime Ferry Terminal, we also want to increase the bus line stops at the MSC. In the future, the light rail will also have a station here.”

Bringing more exhibitions from abroad that closely interrelate with our daily lives is also amongst MSC’s future plans. Having recently brought a Know your

Keys and Locks exhibition from Taichung’s National Museum of Natural Science in Taiwan, MSC wants to show that mathematics, physics, mechanics and psychology are fundamental aspects of our daily lives.

The first phase implementation of the MSC’s brand name has been successfully carried out; now they are looking to proceed to phase two – portable exhibitions. With this advance, the MSC will be able to bring easily exhibitions to schools and education centres where students can interact and play with the exhibits while learning science elements at the same time.

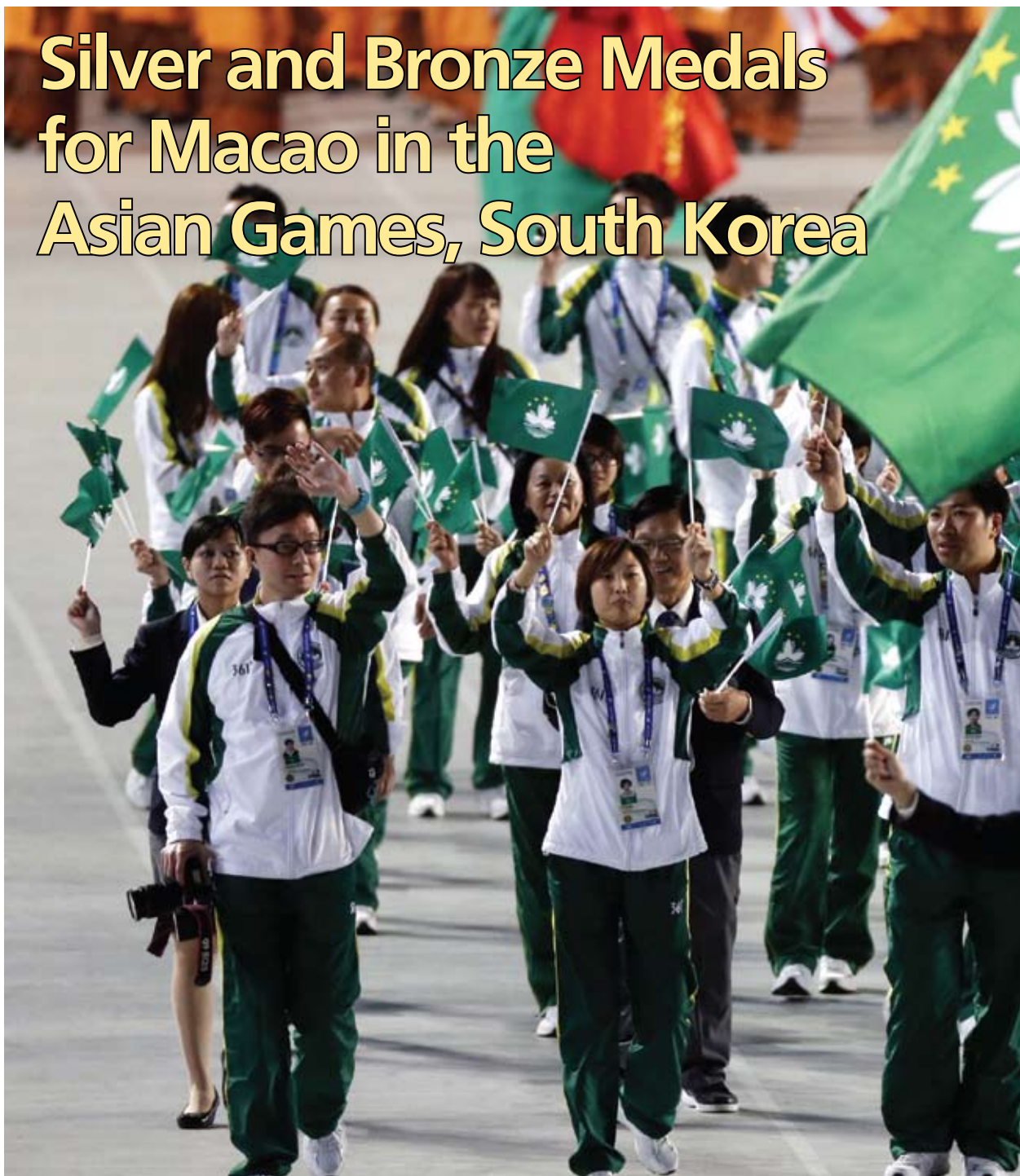
Sio is well aware of Macao’s rich culture, a blend of Chinese and Portuguese; so the MSC’s five-year plans include adding this vital aspect to the exhibitions. These involve exhibitions on the development of Macao’s geography over the past 20 years and using simulators and interactive programmes to engage with the audience.

The Chief Curator is confident that the MSC has all the potential to be both an educational and business hub, with a mission to promote education and the popularisation of science. He stresses: “The only thing that will not change is our mission – everything else can change.”

Photos Cheong Kam Ka and courtesy of Science Centre



Silver and Bronze Medals for Macao in the Asian Games, South Korea



Macao won seven medals and was ranked in 29th place among 45 countries and territories at the 17th Asian Games held in October in Incheon, South Korea.

Macao's seven medals at the Incheon Asian Games were won for Wushu, Karate and Taekwondo.

China won 341 medals (151 gold), South Korea won 234 medals (79 gold) and Japan 200 (47 gold).

The Macao delegation's silver medals were won by Jia

Rui, 27, for Wushu Changquan, Huang Junhua, 23, for Wushu Nanquan/Nangun and by Li Yi, 22, for Wushu Jianshu/Qiangshu.

The four bronze medals were all won by female athletes. For Karate Cheung Pui Si, 36, won the medal in the Kata category and Paula Carion, 42, managed to get a bronze in the over 68 kilo category. For Taekwondo Liu Qing, 21, and Wang Junnan, 25, won



bronze in the categories of under 67 kilos and over 73 kilos, respectively.

Macao took 135 athletes to the Asian Games competing in 20 sports. This is the most important international multi-sport event in which Macao takes part.

The Asian Games are considered to be the Asian version of the Olympics not only because of their size, but also because of the number of countries and

regions involved.

At the last Asian Games, held in 2010 in Guangzhou, Macao earned six medals including one gold, one silver, and four bronze for Wushu, Karate and diving.

The next Asian Games are due to be held in Indonesia in 2016. The games will be held in the capital Jakarta and the cities of Palembang, Sumatra province, and in Bandung, in Western Java province.

SILVER MEDALS



Huang Junhua



Jia Rui

SILVER MEDALS

Li Yi



BRONZE MEDALS



BRONZE MEDALS



Cheung Pui Si



Wang Junnan



José Tavares

Sports chief happy with Macao results at Asian Games

Macao has done well again at the Asian Games. At the recent 17th Asian Games held in Incheon, South Korea, Macao won seven medals in highly competitive games.

This was in line with the territory's past performances, notes José Tavares, president of the Macao Sports Development Board (IDM). In Busan in 2002, Macao won four medals (two silver and two bronze) and was ranked 29th of 44 participating countries and regions. In Doha in 2006, it won seven (one silver and six bronze) and ranked 30th among 45 participants. In Guangzhou in 2010, it got six medals (one gold, one silver and four bronze) and came 26th among 45 participants.

In Incheon in 2014, Macao came 29 out of 45, with three silver and four bronze medals. "We can see Macao is making progress, as a result of the great support and investment from the Macao government in the development of top-flight sport. We owe our achievements also to an improvement in training schedules and the enormous dedication, efforts and perseverance of athletes, coaches and officials of our many sports associations, as well as the coordination work of the Olympic and Sports Committee of Macao, China."

According to Tavares, coming 29th place out of 45 participants reflects only the number of medals obtained by Macao, and is not a ranking of its athletes. "Macao is a small territory with a very small population. Therefore, it is statistically less likely to win a lot of medals. It is affected by a number of constraints, such as population density, the size of the resident population, the number of people who do sports, the number of designated sports facilities, the number of top-level athletes, and the quality of

local sports competitions."

The IDM president also notes that if we compare Macao with other countries and territories with a larger area, a bigger population and many large sports events, it is evident that Macao, with its many constraints, will always find it difficult to recruit and train a large number of talented athletes.

Doing well in some sports

Speaking to Macao magazine, Tavares said that Macao is in a good position to do well in some categories of sport, depending on how particular sports are organised locally and internationally. Other factors influencing the popularity of individual games among athletes are: the motivations and characteristics of Macao's population and the availability of specific facilities for training and competition.

Tavares admits that with some team sports, Macao will always have difficulty in getting medals, due to the very demanding levels of the competitions, the number of countries and territories involved and the need for more designated facilities for training and competing (a problem in Macao due to the lack of land for building new sports facilities). It is also not easy to find in Macao's small population athletes that can meet the requirements of certain sports.

Despite these constraints, the IDM president points to the opportunities and priorities to provide support for different sports. To help athletes to get better results, "much will be dependent on the short, medium and long term plans presented by the various sports associations of Macao and the Olympic and Sports Committee of Macao, China".

"There is a Technical Evaluation Committee of Macao Delegations that monitors the sports and athletes and draws up plans to prepare for training and local and international competitions. Such support is not only for the sports that have won medals in international competitions, but also all other sports whose associations have submitted projects indicating their results obtained for different levels of competition and for different age groups," he said.

Sports Development Board to discover new talents

IDM, together with sports associations in Macao, has carried out projects for training in schools, for sports such as bowling, football, karate, wushu, table tennis and tennis. It aims to discover talented athletes and to provide them with intensive training with teams of qualified coaches.

Tavares said that the sports associations in Macao "must be made aware and be prepared for the future, and understand that getting medals is a result of major investment and short- and long-term planning."

The government is also developing a project to provide financial support for the training of elite athletes. Sports associations will nominate athletes who have achieved good sports results and who have prepared themselves for competition on a full-time, professional or part-time, semi-professional basis.

Financial support and professional trainers for top athletes

"IDM provides not only the funds for this project, but also hires a professional trainer, sports facilities for training, medical support, rehabilitation and functional assessment training. So, both athletes and coaches can focus on regular training and set goals for competitions. The project will provide financial support to the athletes, to help them return to their previous professions when they end their sports careers," said Tavares.

Sports associations in Macao must aptly identify athletes or teams that deliver results, who then have to submit to a very demanding, systematic, continuous and intensive training plan, to meet set targets.

These athletes or teams will be supported by professional specialised teams for their physical, technical, tactical and psychological training. There will also be medical professionals to help with rehabilitation and training assessment as well as by specialists in nutrition and high performance training.

For several years, the Macao government has focused on hiring foreign skilled professionals and coaches to train young athletes and local coaches.

Tavares noted that the medals won in international competitions, "are the result and consequence of such investment, which will take many years to bear fruit".



Chui Sai On holds the Macao flag taken to Incheon

MACAO YEARBOOK 2014

Macao Yearbook 2014 is the regional almanac published by the Government Information Bureau of the Macao Administrative Region (MSAR)



The richly illustrated book aims to provide its readers with a comprehensive and objective record of the progress of Macao's political, economic, social and cultural developments in 2013. The well-edited Yearbook is meant to provide detailed and accurate information, in-depth analysis and concise data to all those who wish to know more about and better understand Macao.

Macao Yearbook 2014, separately published in Chinese, Portuguese and English, can be purchased at major bookshops in Macao at 120 patacas or 120 Hong Kong dollars per copy.

In Hong Kong, the three separate language editions of Macao Yearbook 2014 are on sale at the Commercial Press (HK) Ltd bookshops.

For more information, please visit <http://yearbook.gcs.gov.mo/>





André Couto: Twenty-four years at the wheel

Professional drivers need dedication, talent and luck to be successful. André Couto has all of these qualities and more

By Hélder Beja

This is no ordinary journey. We are in André Couto's private car, heading from Taipa Island to Macao Peninsula. Macao's most outstanding racing-car driver chats as he drives, about his life, his career and his dreams. The car, a Toyota, is just like the ones he has been driving for the past 11 years in Japan's Super GT championships.

The one race that still sticks in Couto's mind is the Macau Grand Prix 1995 - his debut at the famous local circuit. "I was only 18 and I couldn't believe I was there. I was still at high school, and I really didn't want to finish last and have my friends make fun of me," he recalls. "At the first training session, I finished with the 4th best time, and I remember thinking: 'What's going on?'"

Couto's life has been filled with moments like this, when reality becomes stranger than fiction, in good ways and bad.

The Young Racer

Born in Portugal 37 years ago, Couto was only four when he moved to Macao with his parents, in 1981. His mother came from a traditional Portuguese family from Macao. She did her studies in Portugal along with his father, Carlos Couto, an architect. When they had completed their studies they settled back in Macao. "It was a very simple town back then. Most of it is still here today, but it has grown an awful lot. It still has the feeling of old Macao, but

it is a much louder place now," says Couto.

It was at a very early age that Couto's passion for racing cars began. "I started watching the Grand Prix when I was a child. I clearly remember the year when Ayrton Senna was here, as well as all the years of watching the F3 races," he says.

At the age of 13 Couto started on his path as a driver, with go-karting. "I got the chance to drive a friend's go-kart, and it gave me such an amazing feeling. That summer, there were holiday activities organised for the children and one of them was go-karting. I signed up, and entered the race that took place at the end. There were 72 drivers, and I ended up winning the race. My father had promised to buy me a go-cart if I won the race, and he kept his word!"

From that moment on Couto never stopped racing, competing first at the local junior karting championships, then on to senior levels, always achieving impressive results.

It was a race in Hong Kong, though, that really changed his life. In November 1992, just one week after the Macau Grand Prix, Couto travelled to the neighbouring city to race on a street circuit with his go-kart. "It was really big, with some world champions and also some F3 drivers. I joined the race in the junior class and that was actually my first encounter with professionals. My father was keen to help me, as he wanted to figure out what level I was at," Couto says.



André Couto with Emanuele Pirro



André Couto with Mika Hakkinen

The result could hardly have been better. He finished the Hong Kong race in second place and got an invitation to take part in the Go-Kart European and World championships. "No one knew me, then after a good performance I got this offer. It was a very big deal for me. I had to abandon my life here at only 15 years old and start travelling everywhere."

Between 1993 and 1995, Couto raced other youngsters at go-carting around the world, meeting children from Europe to Argentina, the US and Australia. "It was so great," he says. "Each race had over 80 competitors, so I met lots of other kids like me. It was a whole new environment for me. In Macao I was the only kid racing, having to compete with adults, but there they were all 15-year-olds like me, all crazy and fast, and I really had to catch up. That was the moment when I entered a more professional environment, after Hong Kong."

Speeding up

As Couto says, talent and connections alone will not make a driver successful. What really counts is the driver's mental approach – his dedication. "The winning driver's mentality still goes back to the days when you really needed to spend time with good teams, good mechanics and engineers who could tell you everything you needed to know," he explains. "Outside the circuit drivers can be very different. I'm quite calm, but I know other drivers who have a completely different lifestyle. Once we put the helmet on, though, we are all roughly the same. I think the mind of a driver needs to be very

focused, and once you're focused, everything falls into place. This is one of the key factors, along with confidence in yourself, your team, and your car. Of course you need talent but the way to develop that talent is confidence. If that happens you can do amazing things."

Surrounded by qualified professionals, and backed by his family, Couto soon scaled even greater heights. In 1995, he did some tests for the Formula Opel European Series, drove some fast laps and got an invitation to compete at that championship. His debut was in Zolder, Belgium. "I started the season at quite a normal pace, but before we were even halfway through I began to feel really good in the car. In those days you didn't get much chance to train, so you had to get your mileage on the races. My performances went up and I did my first podium in Nurburgring, Germany. At the time, Formula Opel was a support race for F1, so it was quite big."

Couto's first win was, curiously, in Portugal, at the Estoril Circuit. "I made the pole position and I won. It was very special; it was actually the first time I had ever raced in Portugal," he says. The rest of the season went well for the local driver, finishing 5th in his debut season, being named Rookie of the Year and winning the EFDA Nations Cup. But the most special moment of 1995 was yet to come.

Couto returned to Macao and got prepared for one of the most important days of his life: his first race at the Guia Circuit. "I came to Macao to race for the first time with an F3. My first race ever with an F3 was here -- not many people have done that."



Macao Podium

The 18-year-old Couto found himself side by side with world-famous drivers such as Ralf Schumacher, Jarno Trulli and Pedro de la Rosa.

"I was leading the race for a while, it was unbelievable. Just one year earlier I had watched those famous guys from amongst the crowds and wondered when it was going to be my turn."

It was a dream come true for the young driver, who made it to 6th place in the race, and managed to escape from one of the biggest accidents in Macao Grand Prix history, involving more than ten cars.

As with many other drivers forging their way to F1, Couto started racing consistently in F3, first in Germany (1996) and a year later in Italy, where he finished second at the end of the season. From 1998 to 2000, he drove in F3000, only one step away from the major automobile championship in the world, but his chance never came.

"F1 was always my target, but then you realise there are many factors involved in getting there, such as money and background. You see many very good drivers who don't make it because of their background, their finances, or the country they represent not being that big, etc.," he says.

Racing mainly in Europe at around that time, the local driver would always come back to participate

in the Macao Grand Prix. On his sixth try, in 2000, he finally became the first Macao driver to win the local F3 race. "It was a crazy race, very hard for me to win. I had four drivers on my back, all keeping a good pace, so I couldn't make any mistakes. I had to go from lap one to the last lap as if I was in qualifying mode. There were some crashes, but when you're at the front it's easier to avoid them. I was leading from start to finish, so I think I deserved to win," he says.

Road to Japan

Asia was always in Couto's heart. When he got an invitation to race in Japan after winning the Macao Grand Prix, he decided to give it a try. The Super GT Formula Nippon was his destination in 2001. The driver still returned to Europe for two years after a season in Japan, but in 2004 he decided to consistently race in Japan, always with the Toyota family.

"Japan is a great place to be. I've been driving there for 11 years now. My base is in Macao, and it's quite close. Whenever I have some free time I come back to Macao. In Japan I usually stay in hotels: I go there to train and race. My best supporters are from Japan. I have many loyal supporters there," he says.



Japan Podium

In terms of competition, the Land of the Rising Sun is also challenging. "It's pure racing over there. There are many types of engines, a lot of people and a lot of competitiveness. The level is high, for drivers, teams, materials – everything is very competitive," explains Couto, who speaks "a few words" of Japanese. "Motorsports there are very dominated by Japanese people. I get along with them very well - they're very professional."

To Couto, Super GT in Japan is "one of the best championships in the world". It has helped him to make peace with himself regarding his F1 dreams. "I realised that actually I was not in a bad place. I'm in Japan, a great motorsports country, and I'm really thankful I can have a good career there. If a country could dream of having a great championship with success, many people, a show where no one struggles to survive, then that championship is this

one," he adds.

Couto has never won a championship in Japan. He came second in 2004's season and has won a few isolated races. Now a driver for the Direction Racing team in Japan, he is also participating in other programmes around Asia. "This year I'm doing three different championships. I have the Japanese one but I'm also doing two programmes with Audi: the European Championship of GT and the Audi Cup in Asia. The priority this year was more with Audi," he explains.

The local driver is doing well on the Audi Cup, where he now ranks 2nd, only two points behind the leader, Alex Yoong. Couto has won races in Japan, Malaysia and China. "I believe I'll fight for the championship till the end. There are four races (two weekends) to go. The last ones are in Abu Dhabi, in December, and I'm feeling confident."



The hardest challenge

Outside the circuit, Couto is a quiet man who likes to spend time Macao, in the company of his friends, his wife and his child. He keeps himself fit by going to the gym and confesses he is quite disciplined.

It took Couto and his family a lot of strength to face his son Afonso's heart-breaking drama, back in 2009. Afonso was diagnosed with leukaemia in November of that year. A suitable bone marrow was found in May 2010 in Germany, after a worldwide campaign, and his operation was successfully completed, but Afonso passed away on 3 November 2010 from leukaemia treatment complications.

Couto and his relatives were touched by the way so many sports men and women joined the bone marrow donation campaign, from fellow drivers to football players. "Cristiano Ronaldo was the most outstanding," recalls Couto. "He spent time with Afonso, made a speech to appeal for bone marrow donations and even went to the hospital and made himself a donor with a film crew shooting him. He's a role model for many people and that was very important."

While Couto's son was fighting for his life, the driver never stopped fighting for his goals, drawing inspiration from his young son. "I only had two options: to give up and get very down, or to stand up and fight back. I chose to do the latter because that was what my son always stood for," he says. "When I saw him in the hospital, always fighting so much... He didn't want to die, he taught me how to be strong. When he passed away, I could be weak or be like him – and I really wanted to be like him. I can cry all day if I think about it, I could go home and become very depressed and emotional. Sometimes I want to, sometimes I question myself why I keep on fighting. I could just go down and let myself be there for a long time. It could be workable, but I don't want to do that. I have another child, and my wife... And I don't think that would be what Afonso would want. So whenever I go to a race I take all that hunger and I transform it into a good thing, to try to honour him as much as I can."

After his son's passing, Couto kept on pushing sports people to get involved in charity activities, by partnering with the 501st Legion, an international fan-based organisation dedicated to Star Wars



universe. "Afonso really liked Star Wars and there's this group of fans - grown-ups doing good things and using Star Wars costumes to do charity work. The founder's daughter had leukaemia too. They do different events, visit hospitals, and raise money," he explains.

Every time Couto returns to the Macao Grand Prix, the memories of his son are at the forefront of his mind. This time he came to participate in GT3, with a Ferrari, after getting back to the podium last year, coming second at Audi's Cup race in Macao. "I still want to get back to the podium here, but it will never be the same as an F3 podium, that I can assure you," he says with a smile. ■

Courtesy photos from André Couto

	<p>Favourite circuit Macao and Suzuka</p>
	<p>Most dramatic race In 1995, in Macao</p>
	<p>Favourite driver Ayrton Senna</p>

With students from a Macao kindergarten





Paul Pun



A Life of Charity

**Disciple of missionaries
carries on their good work**

By Mark O'Neill



"They helped lepers, refugees, orphans and broken families. Now I am helping elderly people, the disabled, single parents and broken families. The era is different but I am carrying on their work."

Paul Pun is secretary-general of Caritas Macau, one of the city's largest non-government organisations; it operates 34 centres with 800 staff and 500-600 volunteers. Its charity work extends beyond the city boundaries, to Anhui province, Bangladesh and East Timor.

Pun, 55, sees himself as the disciple of four foreign Catholic missionaries who devoted their lives to the people of China.

"They were great people who served Macao, the mainland and the whole world. I am continuing their work. Father Luis (Ruiz Suarez) never spread the gospel with words but I saw Jesus whenever I saw him."

It was Suarez, a Spanish Jesuit, who established the Casa Ricci Social Service in Macao on 8 December



1951, to serve the thousands of refugees from the mainland. In 1971, it became Caritas Macau; Pun was appointed secretary-general in 1991. Now it has an annual budget of 200 million patacas and a wide range of services – 24-hour support for the elderly, bed-ridden and frail, residential help for those with mental and physical disabilities, support for single parents and people who have left prison, a food bank for 4,300 families and a 24-hour hotline for those considering suicide.

It has become an essential part of the fabric of Macao society.

Childhood in orphanage

Pun was born in Macao on 12 November 1958 into a family of 12 children, of whom nine became adults. His father was a sailor who was mostly away at sea and his mother the manager of a unit at a match factory.

The family was so large that there was no space for Pun at home; so he was sent to an orphanage run by Precious Blood Sisters inside the canidrome.

"But I was not an orphan because I could go home. I used to visit my grandmother, a Chinese doctor. Her surgery was close to the fire station and many wounded firefighters came to see her. Some were seriously injured. I was born in her surgery and not in a hospital. She was an outstanding doctor and had many patients."

Another destination was the factory where his mother worked. "I could play there. There was no idea of danger then.

"As a child, I was very happy. I did not feel that I was in an orphanage. I remember going up the Guia hill and seeing soldiers from India. They must have been from Goa. At the orphanage, we had Chinese and foreign sisters and ate a bread-based diet with knives and forks, not chopsticks."

When his father finished his career at sea, he settled in Macao and worked as a hawker selling noodles; Pun went there to help by washing dishes.

He spent ten years in three orphanages before moving back home, after his elder brothers and sisters had moved out. It was a small apartment at the back of a shoe repair shop: poorly ventilated and with a small window. He slept on the upper level of a bunk bed or in the corridor.

He studied at the Instituto Salesiano and Yuet Wah College; he also went to a vocational school where he learnt printing.

His childhood brought him very close to Catholic priests and nuns; they were like uncles and aunts to him, providing the proper guidance which he did not find from his parents. They passed onto him a mission to serve society which has been the guiding light of his life.

"But I never wanted to be a priest. I am not so religious and go to Mass once a week. My work is my prayer."

He started his career as a social worker with Caritas in 1981.

Broadening education

In 1979, he joined the first school to teach social work in Macao, established two years earlier.

With the help of church friends, he enrolled in a two-year course in social work at Hong Kong University. He lived at Ricci Hall and continued to work in Macao at the same time.

Then, at an international conference on rehabilitation, he met a professor from Guam University who recommended him. He went there and completed a four-year course in social work in two and a half years. He lived in a dormitory and sometimes slept in the office of his teachers.

Mother Maria Goisis, a Canossian sister in Macao, paid his living costs. He broadened his experience by meeting Chamorros, the indigenous people of Guam. "They were very curious about me. After Mass, they held a fiesta and ate a great deal. They treated me like family and said I was too thin."

From there, he moved on to Fordham and Columbia Universities in New York, where he obtained an MA in Social Work. The fees were covered by an Italian boss of a fashion company, a friend of Mother Maria; he lived in a house for Jesuit priests on the West Side.

"I did not take an exam for Fordham and Columbia. How could a graduate from Guam University get in? They gave me a long interview. My English was not so good. They realised that I was different and had a mission. They knew I would return to Macao to carry on the work of the missionaries.

"I did not apply for a green card or a Hong Kong identity card. Not for one moment did I consider staying in the US or Hong Kong. I only wanted to return to Macao. I had no contract with Mother Maria; she trusted me."

In New York, he did social work with a Jewish organisation, further broadening his experience.

Return to Macao

He returned to Macao in 1992 and threw himself back into the work of Caritas. In 1983, he had started a service to teach disabled people to drive and help them to do sports.

In 1984, he had established the city's first hotline, to help people considering suicide and facing other forms of anxiety.

Today the range of services is the widest of any charity in Macao, including facilities for over 200 mentally and physically disabled people, for those who have left prison and need time and space before returning to their family and the wider society.

It runs a food bank, used by more than 8,300 people, accounting for 1.3 percent of the city's population. The hotline receives 10,000 calls a year; it is manned by ten staff, backed up by 80 volunteers. Each year about 80 people take their own lives. If they believe that a suicide is imminent, the staff and volunteers ask permission from the police to go and help.

Despite public opposition, it opened a school for children of foreign workers; it has about 100 students, including Filipinos, Cambodians, Pakistanis, Koreans and Malaysians. English is the teaching medium, with Putonghua also taught. The fees for those who do not have a Macao identity card is 10,000-20,000 patacas a year.

The headquarters is a two-storey building, more than 100 years old, next to St Joseph's College, the first Jesuit university in Asia. It used to house apartments for Jesuit priests.

The government pays half its annual budget of 200 million patacas. The rest comes from donations from companies and individuals and contributions from those who use the services. It holds three large charity dinners a year, as well as bazaars and money-raising activities in churches.

Pun sees a virtue in poverty. "We have no property. Our buildings are provided by the government or rented, some for symbolic rents like one pataca a month. We have no debt and several million patacas in the bank, enough for less than two months of operations."

He does not want to depend on the government nor be driven by a desire to increase assets. "I like to start a new service and then raise the money for it. It is like taking a big risk, knowing the many odds and challenges." In this way, Caritas is driven by the needs of society and not maximisation of profit.

Concern for people abroad

Its concern extends far beyond the boundaries of Macao. The charity has donated money for flood and

poverty relief work in Cambodia, Bangladesh, the Philippines, East and South China and areas devastated by the South Asian tsunami of December 2004.

In 1992, he went with a Catholic group from Hong Kong to areas of Anhui province hit by severe floods. "We formed a link with that place." Since then, it has provided seven million yuan for relief work in Anqing city and helped to build and repair dozens of schools in the Dabie mountains, on the border with Henan. It was in Anqing that Father Luis Suarez preached in the late 1940s.

Caritas also funds a school in a slum area of Dhaka, capital of Bangladesh, and vocational training for teenagers in rural areas. It has also started a project for young people in East Timor.

"If we can, we go abroad. We wish to develop in the Philippines. We have dozens of Filipino volunteers in Macao. We should give something back," he said.

In recognition for his work, Pun has received awards from the Vatican, Philippine Consul General in Macao and Hong Kong, the city of Anqing and the SAR government.

Work is life

Pun takes no days off. "For me, every day is a holiday. I am going shortly to Dhaka to see the children there. I have not completed the mission given to me by Father Luis and the other three. At 56, I do not think of retiring. I have not found a successor."

He lives a highly disciplined life. He rises at 0400 and plays the piano for an hour. Then he jogs seven times around the Guia hill, each circuit 1,700 metres

long. "I run at the same speed as the number four or five bus. I do not run fast. When the buses stop, I catch up with them." If he teaches at evening school, then he runs twice around the Macao peninsula after class. So life is tough for Mrs Pun, who sees little of her husband. "Before we married, I was like this, as busy as I am now. It is difficult to accept the situation but she tries to accept it as it is.

"On the fifth day after the South Asian tsunami, I flew to Bandar Aceh. She said: 'Why do you need to go? Stay at home, send someone else.' I answered that, if I asked people to give money for the victims, I needed to have first-hand knowledge of the situation. As director, I cannot ask those below me to go to a place of danger and not go myself."

Four models for Paul Pun

Father Luis Ruiz Suarez, SJ, born in Gijon, Spain in 1913 and a missionary in China and Macao from 1941 until his death in Macao on 26 July 2011, at the age of 97.

Mother Maria Goisis, a Canossian sister, born in Bergamo, Italy in 1912. She worked in Macao for over 76 years for the under-privileged.

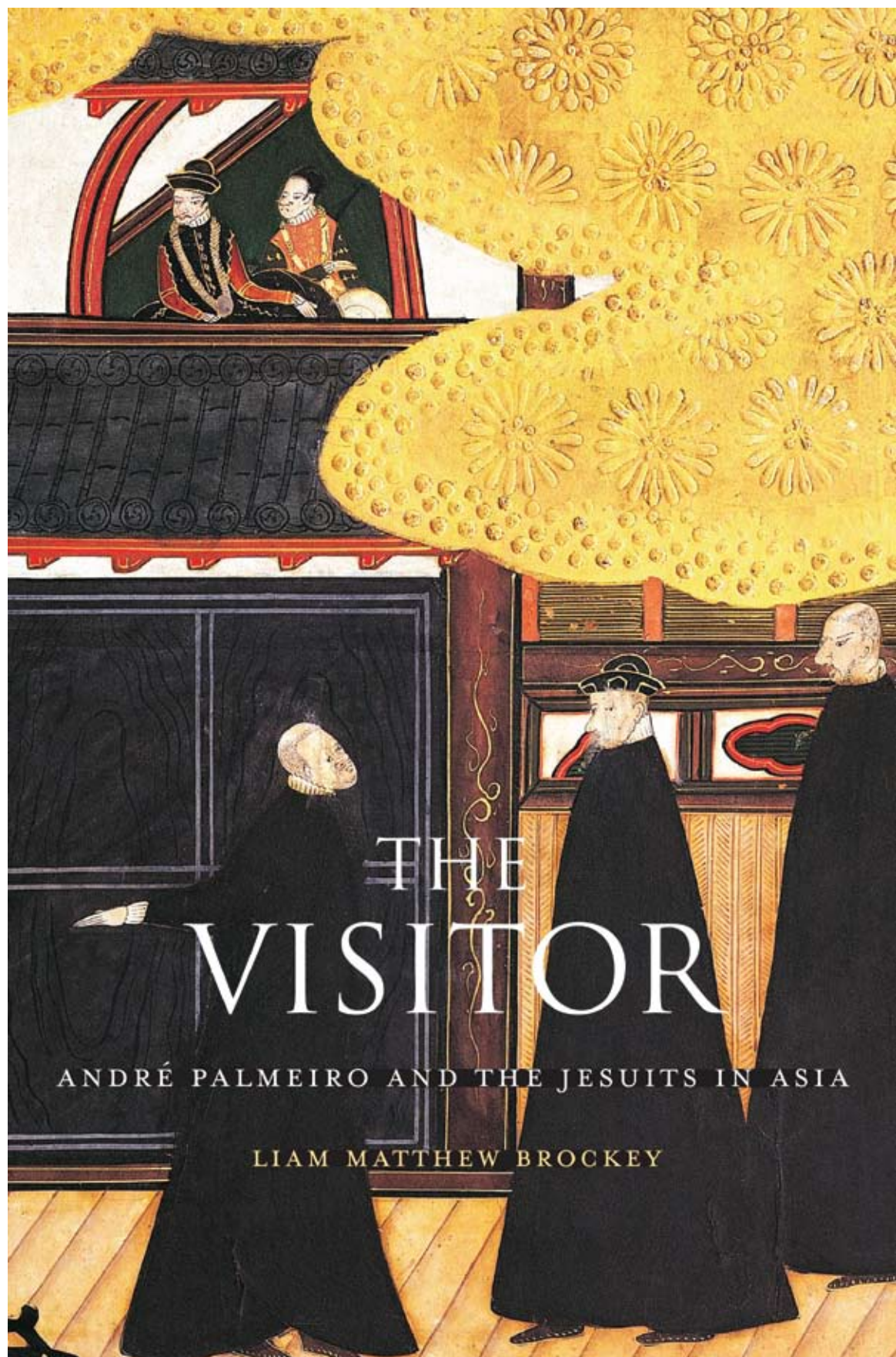
Father Lancelote Miguel Rodrigues, a native of Malacca, who worked as a priest in Macao from 1948, helping refugees and the poor, until his death in the city on 17 June 2013, at the age of 89.

Father Gaetano Nicosia, a native of Italy, who worked with lepers, children and young people in Macao and the mainland. He lives in Macao and is in good health, at 99.

Yunnan - 1996



Photos by Cheong Kam Ka



THE VISITOR

ANDRÉ PALMEIRO AND THE JESUITS IN ASIA

LIAM MATTHEW BROCKEY

A Nine-year Odyssey

Pioneer Jesuit travelled the world, died in Macao

By Mark O'Neill

In June 1629, a Portuguese Jesuit named André Palmeiro made a tour of Beijing, a rare honour for a European and rarer still in that he has left us a record of what he saw.

He saw the city's imposing wall and the Imperial Observatory on top of the eastern wing. He estimated the length of the wall to be 26 kilometres and said that 1.2 million bricks from Shandong province were needed to build it.

He marvelled at the spacious and well-appointed buildings of the Forbidden City, home of the Emperor Chongzhen (1611-1644). "Such a great monarch was born in them, lives in them, never leaves them and dies in them," he wrote.

Palmeiro is the subject of *The Visitor – André Palmeiro and the Jesuits in Asia* by Liam Matthew Brockey and published by Harvard University Press. It describes the life of a man appointed by his

superiors in Rome in 1617 to inspect Jesuit missions around the world. They stretched from the rivers of Mozambique to the northern reaches of Honshu in Japan. It was the start of a journey that lasted nine years, covered three continents and included more than 3,000 kilometres on foot.

He arrived in Macao in July 1626 and spent the last nine years of his life there, governing the Jesuits' enterprises in East Asia from the city. He died in the Jesuit College of Macao in the early morning of 4 April 1635. He was buried next to Alessandro Valignano, his predecessor, in the Jesuit church in the city.

He is not as well known as Valignano and their illustrious brother, Matteo Ricci, who set up the Jesuit mission in China. But this is the first major biography of Palmeiro, an important figure in the history of the Catholic Church in Macao.

Visit to Beijing

The visit to Beijing was part of a ten-month odyssey through the land of the Ming emperor, one of the most remarkable of his journeys; it began on 11 December 1628 when his party left Macao on its route up the Pearl River. The delays and slow pace of travel gave the Visitor plenty of time to record the observations he would send to his Superior-General after his return to Macao. The desire for news from China was intense among readers in Europe.

The journey to Beijing took so long because it relied on permission from Ming dynasty officials along the route. He stayed in Guangzhou for 12 weeks as he waited for approval; to stay out of sight, he lived on a boat in the freezing winter. He prayed, read books and only left the boat to say mass at dawn each day in the rented house of a fellow Portuguese.

When he ventured out, he found that Guangzhou was larger than his native city of Lisbon, in terms of layout, scale and number of inhabitants. He estimated the number of boats in the city's waterways at more than 15,000 – twice as many as in Venice – and the number of silk looms at over 5,000.

Finally, he and his party were given permission to leave, by boat up the Pearl and North rivers, for Nanxiong. In April, they reached Nanchang, capital of Jiangxi province. He journeyed by river and canal to Nanjing, Yangzhou and Linjing in Shandong before reaching Beijing.

In all of China, the Jesuits had just 11 houses, scattered over the country. "What would most impress Palmeiro was the daunting scale of the Ming Empire, its massive size, its staggering population and its continual bustle of commercial activity."

The order had made a number of converts in the cities where its members were based. It had done well in Beijing, where its converts included members of the imperial elite. As a result, it had a cluster of buildings in an enclosed garden in Zhulan near the tomb of Matteo Ricci; it was there Palmeiro stayed during his visit.

The Catholic community of Beijing numbered only 250, after three decades of missionary activity. In part, this was because the Jesuits lacked official permission to reside in the capital and to proselytise. As Palmeiro pondered this, he realised that the best hope for the mission in China was for the emperor to convert; he had ascended to the throne in 1627.



Johannes Vingboons, Plan of Macao, China (XVII)



"We all ask God and especially those who live here in China to send a ray from heaven into the soul of this young man, so that he recognises the truth that we preach and opens a wide gate for the spread of His holy law in this great kingdom."

Palmeiro was not impressed by the fact that the emperor lived in a palace surrounded by eunuchs and women. "If the presence of female caresses was bad enough for a king, it was worse that the Chinese monarch was cornered and enchanted by the ghosts of men," he wrote.

Another highlight of his voyage in China was a stay in Hangzhou. "It was the queen of all of the cities I had seen in China, equal to or surpassing Beijing

in grandeur. The city's walls were four leagues in length." On the West Lake, he saw the pleasure barges - floating banquet halls where "the amount of wine that is drunk is equal to the amount of water you can see".

The city's main north-south avenue had 97 stone arches with carvings and sculptures of flowers and animals: "Their decorations are so beautiful and done with such skill that they would be greatly esteemed in any part of Europe."

En route back to Macao, his ship was attacked by bandits; fortunately, the crew was able to drive them away and save his life. He arrived back in Macao on 27 August 1629.



St Paul's Ruins tombs

Tragedy in Japan

As the head of the Jesuits in Asia, Palmeiro had Japan as his other major responsibility. The church there was in deep crisis, with the government engaged in ruthless persecution that created thousands of martyrs and drove those who remained faithful underground. It was one of the greatest persecutions of the church in its history.

Palmeiro could not send priests there to help the

faithful and certainly could not go there himself. It was a hopeless situation.

Back in Macao, he imposed his own strict discipline on the other members of the order who lived in its college. "His meals consisted of bread, rice and a piece of boiled beef at lunch, with a slice of bread and a glass of water for dinner. Only in his last years did he begin to take a sip of wine with his evening meal, but not enough to fill a nutshell. He strictly controlled the comings and goings of the members,



in order to ensure their chastity.”

In early 1635, in his last letter to Rome, he described the illness that was the first sign of his impending death. He experienced dizzy spells and then swelling in his foot, perhaps gout, which forced him to stay in bed. He grew weaker and weaker; doctors could do nothing to save him.

According to Manuel Dias, the man who would succeed him as Visitor, Palmeiro “died in the same way he lived, as one who truly desired the other life

and in a manner which is called the death of the just”. During his final weeks, he was surrounded by his fellow members of the Jesuit order. He died early in the morning of 4 April 1635,

The Jesuits erected a bier in the church, on which they placed his corpse. Men and women came in large numbers to see Palmeiro and kiss his hand; they could not contain their emotions and wept. He was buried in the main chapel, next to the leading figures of the order in Asia.

Early life

André Palmeiro was born in Portugal in 1569; he joined the Jesuits at 15 and began a career as a preacher and university professor. He held the chair of theology at a Jesuit college in Coimbra, central Portugal. Because his superiors regarded him highly, they gave him, at the age of 48, the enormous task of inspecting their missions around the world.

It was a dangerous journey even for a person in the prime of youth. He set out from Lisbon on 21 April 1617 and arrived in Goa on 9 November; the three Jesuits with him on board died of disease en route. He inspected Cochin, Malabar and Ceylon, making a journey of eight and a half months around southern India. He wrote lengthy reports for his superiors in Rome, describing the religions, geography and customs of the people and the bitter rivalry among the European countries.

In 1621, Rome gave him authority over all Jesuit affairs between the Cape of Good Hope and the Spice Islands, like a viceroy in the Portuguese empire. The Province of Goa included Jesuit communities at the Mughal courts of Agra and Lahore, in Ethiopia and the lower Zambezi valley.

He wondered how to convert the Mughal emperor and turn the Christian church in Ethiopia – loyal to the Orthodox Patriarch of Alexandria – into one following the Roman Catholic rites.

But he and other Portuguese were not sure where Ethiopia was – only that it was somewhere north of Mozambique, west of the Horn of Africa and south of the Red Sea. So he had to send explorers to find out.

Extraordinary life

Palmeiro was only 66 when he died. But few people, before or since, have lived such a life as he. ■

Macao maps: Courtesy of Nationaal Archief The Hague

2014/09/02**Growth of Macao's economy slows to 8.1 pct in real terms in second quarter of 2014**

Macao's economy grew by 8.1 percent in real terms in the second quarter of 2014, unchanged compared to the figure reported for the same period of 2013 but lower than the 12.4 percent seen in the first quarter of this year, the region's Statistics and Census Bureau reported. The Bureau said the economic slowdown in Macao between the first and the second quarter was due to the downturn in exports of gaming services, "which led to the slowdown in economic growth". GDP growth in the second quarter was due to be "primarily down to increased investment and exports of other tourist services," which recorded growth of 56.4 percent and 10.4 percent, respectively, while exports of gaming and gambling services decreased by 0.5 percent year on year.

**2014/09/13****APEC may reach target of 800 million tourists in 2025**

The countries of the Asia-Pacific Economic Cooperation Association (APEC) may be able to achieve the target of 800 million tourists by 2025 if they remove the barriers that are currently in place, said China's deputy Prime Minister Wang Yang. Addressing 150 representatives of 21 APEC member-countries and of international tourism organisations in Macao, Wang also said that for that goal to become a reality it was necessary for APEC member-countries to integrate the tourism market in the Asia-Pacific region. "Through the introduction of facilities that allow for mobility of people and investment within APEC, development of the tourism sector will contribute to an open market whilst facilitating connections and regional economic growth," said the Chinese deputy Prime Minister. Macao's Chief Executive Fernando Chui Sai On, noted the opportunity to co-organise the 8th Ministerial Meeting of APEC Tourism to showcase the region as an "ideal platform" whilst "presenting Macao to the world."



2014/10/08**Chui Sai On pledges another cash handout next year**

Chief Executive Chui Sai On said that if – as generally expected – the government enjoys a budget surplus again, its wealth-sharing programme, popularly known as the cash handout, will continue next year since he wants to “share the fruits of economic growth” with the city’s residents.

This year about 590,000 permanent residents were entitled to receive 9,000 patacas each, irrespective of age, place of birth and nationality, while 61,000 temporary residents were entitled to receive 5,400 patacas each, costing the Treasury about 5.65 billion patacas, or 7.3 percent of the government’s budgeted expenditure of 77.6 billion patacas.

The payouts started in July. The annual wealth-sharing scheme began in 2008. The handouts have gradually been raised since then. The 2014 budget totalling 153.6 billion patacas included a surplus of 76 billion patacas.

**2014/10/22****Government plans trial run for 2016 by-census next year**

Statistics and Census Bureau (DSEC) Director Kong Pek Fong said in order to ensure that the 2016 population by-census does not run into hitches her bureau plans to carry out a trial run in 2015.

She also said the contents of the questionnaires for the trial run would be confirmed by the end of year. She said that the findings of the 2016 by-census will show the changes since the 2011 population census in Macao’s population structure, such as gender, age and job segments. Macao’s estimated population – including residents and imported labour – stood at 624,000 at the end of June, according to DSEC data.



2014/10/23

Government to subsidise local music production

Cultural Affairs Bureau (IC) President Guilherme Ung Vai Meng said his bureau had started a subsidy scheme with the aim of encouraging local musicians to produce albums of original songs and improving the development of the local music scene.

Ung said the government started two incentive plans last year to promote the development of the city's cultural and creative industries, namely the "Subsidy Programme for Fashion on Sample Making" and the "Support Programme for the Production of Feature Films".

He also said that both programmes had met their original goals and some of the selected fashion designs and films had attracted investors.

The maximum amount of the subsidy for each album is 200,000 patacas.

"We have started another subsidy programme to support local musicians to produce albums of original songs ... that is why this year's theme of the Macao Creative Pavilion is music. Macao musicians perform well, particularly the young musicians," Ung said, adding that the bureau would think about subsidy schemes for other industries apart from fashion, film and music, which Ung said were "quite mature".



2014/10/26

Macao to have 24-hour border crossing with Hengqin island by year end

The border between Macao and Hengqin Island is likely to be opened up to 24 hours a day by the end of this year, according to Niu Jing, the director of the Hengqin New Area Management Authority.

Speaking in Macao, he said that the government is currently seeking to put the necessary infrastructure into place to accommodate expanded hours.

The Hengqin government is expanding the Hengqin border with plans to add a transport hub and access to the Guangzhou-Zhuhai Intercity Railway. Hengqin is seen as a potential pressure-relief valve for sky-high accommodation costs in Macao, although property prices on the island are said to be rising rapidly. By 2020, Hengqin will have 200,000 residents, one third of them from Macao.



2014/10/27

Chief Executive urges tourism sector to learn from global forum

Chief Executive Fernando Chui Sai On said that the local tourism sector and related industries should use the Global Tourism Economy Forum as an opportunity to find new ideas so as to make further progress. Chui said in his speech at the forum, entitled “Maritime Silk Road – From Macao We Begin”, that as Macao was once one of the major ports along the Maritime Silk Road, he hopes that the city, through the forum, could once again use its unique geographic and historic advantages to enhance the capabilities of the tourism industry while developing integrated tourism.

“The event also creates a wonderful opportunity for Macao’s tourism and related industries to develop innovative ideas and make unprecedented progress,” Chui said, pointing out that the government continues to support the local tourism sector to optimise its service and hardware facilities to be more competitive and move towards modern and international levels.

Vice Chairman of the National Committee of the Chinese People’s Political Consultative Conference (CPPCC) and Global Tourism Economy Forum Chairman Ho Hau Wah pointed out that “Tourism is defined as the fifth strategic pillar industry of the country’s 12th Five-Year Plan and is also an indispensable element for building the new Maritime Silk Road economic belt”.



2014/11/20

Macao - Hengqin border to be open 24/7 from December 18

The government’s chief spokesman announced that the opening hours of three Macao-Zhuhai border checkpoints will be extended from December 18. According to the announcement, the Macao Cotai-Hengqin checkpoint will be open 24 hours seven days a week.

The Barrier Gate’s opening hours will be extended by one hour each in the morning and at night (from 6 a.m. to close at 1 a.m.), while the Macao-Zhuhai Cross-border Industrial Zone checkpoint will be open for specific segments of the population from midnight to 7 a.m. every day, in addition to special work permit holders who are already allowed to cross it 24/7.

The government’s chief spokesman Alexis Tam, who heads the office of Chief Executive Chui Sai On, made the announcement during a special press conference at Government Headquarters.

Tam said that the new arrangement was a “policy to benefit local residents and it also shows the central government’s support for the local economy and for improvement of locals’ livelihoods.”





China wins Macao International Fireworks Contest

Hunan Jingtai Fireworks Co., Ltd. from China won the 26th Macau International Fireworks Display Contest, a five-day event held in September and October.

Spain and Australia won the second and third place respectively.

Ten teams from Taiwan, China, Korea, Poland, Croatia, Portugal, Australia, France, Italy and Spain took part in the festival.

Macao Government Tourist Office organized the first Macao International Fireworks Display Contest in 1989 and has been holding it since then annually.



Croatia



Australia





A diplomat with a mission in China

Vicente de Jesus Manuel, a graduate in International Relations in Mozambique, first came to China 20 years ago. Since July this year, the veteran expert on China has taken on the job of facilitating cooperation between Portuguese-speaking countries and China.

By Filipa Queiroz in Macao





Vicente de Jesus Manuel has been in Macao for less than six months but already he looks at home. He welcomes us with open arms and a broad smile in his office high up in a tower block with great views over the city. He is shy, however, when posing for a photograph amongst the flags of the various member countries of the Forum for Economic and Trade Cooperation between China and Portuguese-speaking Countries, a high-powered government body known in brief as the Forum of Macao.

Until very recently this newly appointed Assistant Secretary-General of Forum Macao represented only the red-black-green-yellow flag of Mozambique in China.

Promising beginning

Vicente was born in Madimba, in northern Mozambique, one of five boys and five girls. Needless to say, the ideas of solidarity, helping others and diplomacy were instilled in him from the cradle.

Once he had completed his compulsory education,

Vicente remained in Mozambique to study International Relations, but then he did his Master's in the Renmin University of China in Beijing, from 1994 to 1997 at a time when, as he says, "The region was super dynamic."

"One of the aims was to better understand the strategy of Chinese diplomacy in Southeast Asia. China was growing rapidly and increasingly active in the international arena from a political point of view," he continues.

After finishing his Master's, Vicente returned home where he taught at the Mozambique Institute of International Relations and shortly after, in 1998, he joined the Ministry of Foreign Affairs.

He also served at the Embassy of the Republic of Mozambique in Beijing between 1999 and 2005.

"It was a very interesting period in which Chinese diplomacy wanted to raise the level of economic relations to match that of its political relations. We were able to do something to promote bilateral relations between Mozambique and China," he says.

Maputo





Maputo

A relationship without barriers

Vicente believes the greatest achievement so far in diplomatic relations between China and Portuguese-speaking African countries has been establishing cooperation between states. "Without it, a multilateral organisation is worth nothing," he says. The second greatest achievement was the realisation that the exchange of views and information, consolidation of peace and stability are preconditions for the economic development of each country. That was the premise for the development of economic relations between states, he says. "That's why China reduced import tariffs for more than 400 products from the African countries," he says, despite noting constraints on the current trade situation.

Trade imbalance

Vicente explains that joint efforts are underway to help Portuguese-speaking African countries create a solid basis for solving the problem of trade imbalances. This involves supporting some industries, particularly the process industries

(which transform raw materials of low value-added products into products with a higher added value) and construction of basic and social infrastructures such as hospitals and schools, to reduce illiteracy and combat some epidemics.

The Ebola virus is a live example. The Chinese government recently earmarked US\$ 32 million in cash, food and basic goods to fight the epidemic in West Africa, where the disease has killed thousands of people. They also sent US\$ 2 million to the World Health Organisation and the same amount to the African Union. They have sent experts to Africa to research, provide training on personal protection, disinfection and bio-hazard protection, as well as managing the materials shipped from China.

This is the first time China has offered assistance to foreign countries in response to a public health emergency.

"There is a brotherhood that is global, and this epidemic has no borders. Once again China showed its solidarity with African countries," the diplomat says. "It reminds me of the period of SARS (Severe Acute Respiratory Syndrome) in 2003, when the whole world sympathised with the region that was hardest hit."



Forum of Macao: a new mission

Vicente was appointed to the position of Assistant Secretary-General of Forum of Macao for three years, succeeding Marcelo Pedro D'Almeida, of Guinea-Bissau.

Although until now he was Deputy Director for Asia and Oceania, of the Mozambican Ministry for Foreign Affairs and Cooperation, the diplomat has monitored the Forum's work since its creation in 2003.

Vicente has moved away from representing just his home country to represent, defend and promote all

the Portuguese-speaking countries.

"That is the big challenge," he explains. "For me it is a matter of great pride because I have always worked with these countries as part of Forum of Macao and I am confident that we will get what we want. I have the support of all the countries, countries that are, fortunately, all friends. And that is why we will create momentum. It already exists, but more is needed," he explains.

According to its statutes, the purpose of Forum Macao is to strengthen cooperation and economic exchange between China and Angola, Brazil, Cape



Verde, Guinea-Bissau, Mozambique, Portugal and Timor-Leste, and streamline the role of Macao as a platform to link them.

Currently the Chinese government grants loans of RMB 1.8 billion to countries in Africa and Asia, which are members of Forum of Macao, for construction of infrastructure and factory development projects. The measures underway also include building teaching and training facilities, as well as the donation of radio, television and telecommunications equipment, and a solar energy project for public lighting.

Focusing on economic relations alone, the diplomat notes that the volume of trade is increasing further and further and reminds us that the goal is "to have a volume of approximately US\$ 160 billion by 2016".

In the first half of this year alone, trade between China and the Portuguese-speaking countries totalled approximately US\$ 78 billion, meaning it has already exceeded trade posted in the same period of last year. "The outlook is good," says Vicente.

At the Fourth Ministerial Conference of Forum of Macao, China announced that over the next two years it intended to share with the Portuguese-speaking countries the experience gained in the implementation of Special Economic Zones and Development Zones, encouraging Chinese enterprises to promote them in their respective countries, and give priority to the sectors of education and training, agriculture, environmental protection and new energy to study three-way cooperation.

The programme also includes exchanges in the areas of education, health and medicine, business cooperation and qualified bilingual professionals.

"We are already seeing results," says the Assistant Secretary-General. "We cannot expect things to happen overnight, there's a whole process that has to unfold."

The role of Macao

In Vicente's view, Macao has played its role as a platform well. Even with the neighbouring regions, with the Pearl River Delta and with the rest of China.

"Xiamen and Beijing, for example, are interested in using Macao's platform to cooperate with African and other Portuguese-speaking countries. Jinzhu (Sichuan), Guangzhou and Zhuhai (Guangdong) - they all want to be involved, and that is why Macao is developing a major role," he argues.

Just recently the Chief Executive of Macao, Chui Sai On announced at a meeting with leaders of the province of Guangdong, that Macao would boost its role as a trade and services platform for Portuguese-speaking countries and, together with the provinces and regions of the Pearl River Delta, continue to develop and strengthen cooperation efforts to move into Portuguese-speaking markets.

Vicente adds that the establishment of the centre for training Portuguese-speaking staff created in partnership with the University of Macao also helped.

The territory itself

"There is always room for investment in Macao, and the territory is more developed in terms of services," he says. He notes the example of local business Charlestrong Engenharia, Tecnologia e Consultoria Lda, who will build 50,000 units of social housing in the provinces of Cabo Delgado, Nampula, Tete and Maputo in Mozambique, as part of a memorandum of understanding signed with the Housing Development Fund of Mozambique. The project was made official during the 10th Meeting of Entrepreneurs for Economic and Trade Cooperation between China and the Portuguese Speaking Countries in Maputo, and is budgeted at US\$ 5.5 billion.

There are no Mozambican projects in Macao or the Delta. "An initial drive is needed. China is very strong. Now we have a direction which involves investors from Macao and China in participating in the creation of conditions for processing African products. These same products are being focused on exports, with the Chinese market being the biggest," he explains.

Vicente argues that it is time to invest in small and medium-sized enterprises instead of mega projects in order to create more jobs and improve the living conditions of the populations.

"That way you create room for entrepreneurs and investment does not require much capital, so it is possible to create partnerships," he says.

That is where the Development Fund for Cooperation between China and the Portuguese Speaking Countries comes in, which the Forum created with the Development Bank of China. This fund has been allocated US\$ 1 billion for business investments within member countries. Fifty applications for investment projects have been received so far, most of which are still at the feasibility study stage.

The Assistant Secretary-General admits that there is "a certain pressure" from Portuguese Speaking Countries for projects to be reviewed and approved more quickly and says that the Fund is doing everything it can to make that happen.

"The process is already underway, hence the organisation of business meetings that complement the initiatives of Forum Macao itself," he says.

The 10th China Business Meeting this summer in Maputo received about 400 entrepreneurs from the member countries of the Forum and was sponsored by the Mozambique Institute for the Promotion of Exports (IPEX), together with the Macao Institute for Promotion of Trade and Investment (Ipim) and the China Council for the Promotion of International Trade (CCPIT).

African countries a priority

Member countries of Forum Macao have different degrees of relationship with China. Vicente sets Brazil and Portugal, whose level of development is higher and therefore the degree of interest in the Forum is lower, on one side and African countries, perhaps with the exception of Angola, on the other.

In his opinion all African countries need to increase Chinese investment to increase their export network and build basic infrastructure such as roads, bridges and railways.

"Angola is well ahead in terms of housing and railway infrastructure, but it has yet to develop agriculture, for example. Guinea Bissau has great potential in the cashew sector and is already working on this. Timor-Leste was one of the last countries to become a member but has a lot of oil and gas potential. There are language constraints but there is potential and we all want to see good short-term development in Timor," he explains.

Vicente prefers to call negative points such as culture shock, "constraints". Where there are differences he also prefers to see complementarity and within needs he identifies opportunities for cooperation.

Another challenge that faces the Forum is to let more people, even those in rural areas in China and the Portuguese speaking countries know about its existence. "Small business owners need to know about this Forum. They must know that it can help them spread their project or idea," he explains, adding that the plan is already being implemented on a national level, from the Chinese provinces of the South towards the North. "The Portuguese Speaking Countries also have to start this process," he says.

Language exchange

Spreading the Portuguese language in China should remain a priority, but without forgetting the teaching of Chinese in Portuguese-speaking countries.

Vicente has mastered Mandarin and is preparing to explore Cantonese. As for his knowledge of Macao, he says he is already familiar with it. "It is a very interesting city; multicultural. It's small but has millions of visitors. I had never been in such an environment before. Then there is the community from Mozambican and other African countries - I was welcomed warmly," he says.

When he goes to Mozambique he says the priority is family and friends, but the time he has for them is increasingly short and he blames it on work and fame. "The fact that I have taken up this post piqued the interest of many Mozambicans in the essence of this

organisation, so I have to explain to them what it is, and some are interested in using this platform to see if it meets their economic and business interests," he says.

Vicente does not only talk with his fellow Mozambicans. He keeps in touch with Chinese traders and businessmen working in the region. This is a "beloved" community, according to the Assistant Secretary-General who, as he is always linked to these matters, also says his family often asks: "You're working for Asian affairs but have you brought any investment to your homeland?"

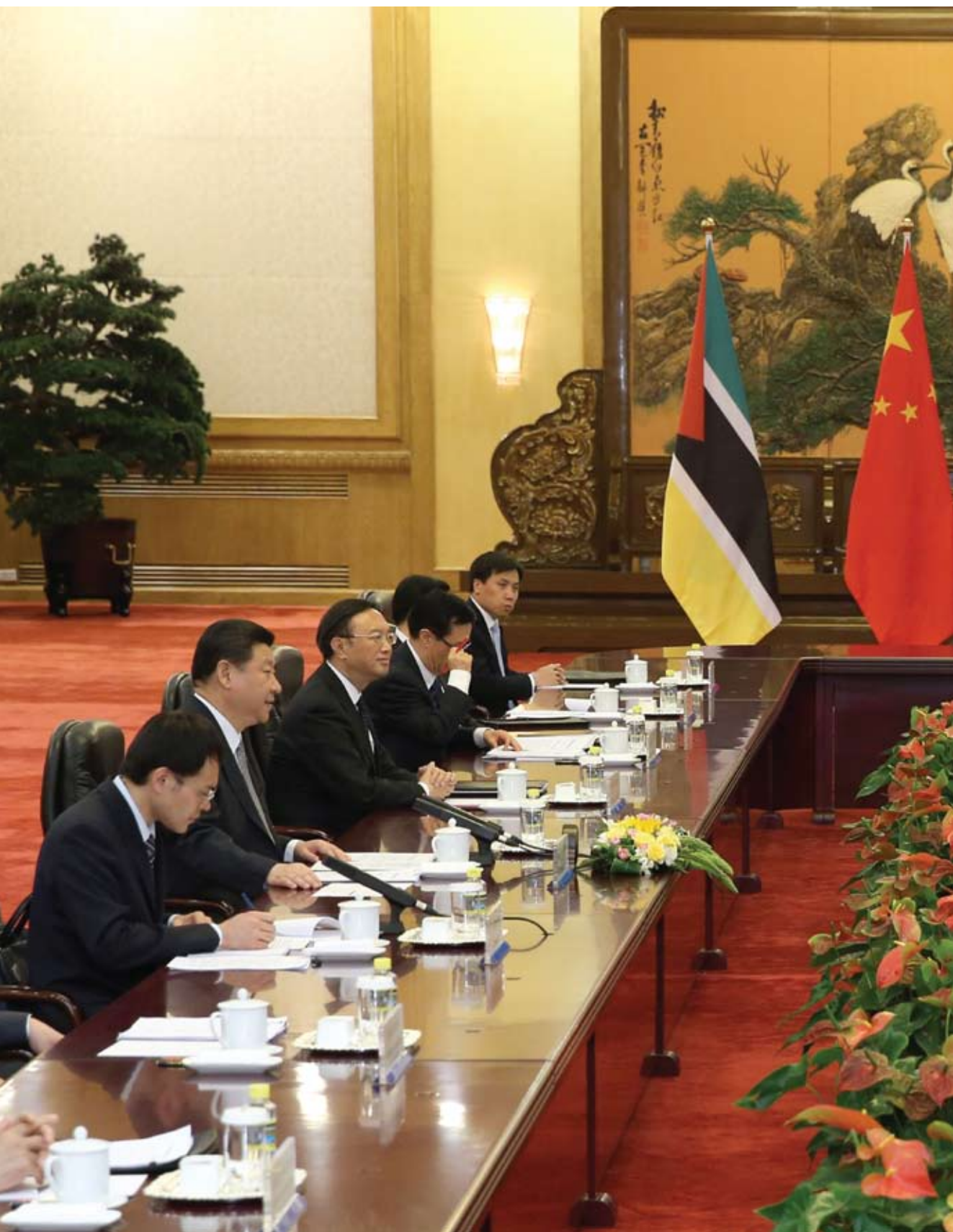
His answer: "That is in progress. But I feel the pressure, so we'll see."

Vicente has been in China for quite some time but admits it's "never enough". In relation to his interest in staying in Asia he doesn't hesitate, explaining that his family is resigned to the idea that "Vicente is for Asia and Asia is for Vincent".

Photos by Cheong Kam Ka

Maputo





Chinese President Xi Jinping (L) meets with Mozambique President Armando Emilio Guebuza in Beijing in 2013

China and Mozambique: Part of the Africa equation

By Loro Horta in Beijing



Trade ties have existed between China and Africa, sometimes through third parties, for many centuries. One of the high points was the visit by Ming Dynasty admiral Zheng He to Africa's east coast in the 15th century. He may even have sailed south to the Mozambique Channel, which separates the country from Madagascar.

In modern times, the People's Republic initially forged ties of solidarity with developing Africa. Such ideological relations became much more pragmatic as China placed emphasis on economic growth, with the government and corporations seeking African resources and food to feed the country's growing needs. In return, China made major contributions to the development of infrastructure in Africa.

Chinese President Xi Jinping announced in February 2014 that total trade between his country and Africa had for the first time topped US\$ 200 billion. He noted: "That all stands witness to the endlessly renewed vitality of the Sino-African friendship, to the scale of the potential for cooperation and the excellent outlook for the new kind of Sino-African strategic partnership."

Indeed, Xi made his first overseas visit to Africa

just days after he became president in March 2013, taking in Tanzania, South Africa and the Republic of Congo, including a summit of leaders from the BRICS countries – Brazil, Russia, India, China and South Africa.

In 2012, China's major trading partners in Africa were South Africa, Angola and Nigeria. Not on the list was the lusophone country of Mozambique, which nevertheless is growing in importance for China. Former President Hu Jintao visited the country in February 2007 to strengthen ties. In May 2013, President Xi received Mozambique President Armando Guebuza in Beijing.

There have been relations of one sort or another between China and Mozambique for years. The Chinese community numbered about 20,000 in the decade leading to Mozambique's independence from Portugal in 1975. They played a vital role in the country's retail trade in colonial times. However, many left after civil war buffeted the country, pitting governing Frelimo forces against the opposition Renamo group. Just a few hundred remained by the time peace came in 1992.

Politically, China was a major backer of Frelimo,



Agricultural cooperation between Mozambique and China

which came to power in 1975. Bilateral relations were relatively friendly during the period, even though Mozambique moved close to China's bitter rival, the Soviet Union. The end of the civil war and Mozambique's economic recovery began to attract the attention of a rising China by the late 1990s.

In 2006 bilateral trade was a mere US\$ 208 million. By 2013, it had increased eightfold to US\$ 1.64 billion. China mainly imports agricultural and fisheries products and increasingly natural resources, while it exports manufactured goods and machinery.

Investment in infrastructure

Chinese aid to Mozambique proved to be important at a time when Western countries were imposing conditions on assistance. In 2005, China gave Mozambique US\$ 2.2 billion in soft loans to build a large dam in the central province of Tete. China also built free of charge Mozambique's parliament building, national stadium, a major conference centre, hospitals, bridges and roads. In 2013, Mozambique took a US\$ 300 million loan from China's Export-Import Bank to build major roads in the capital Maputo, while Chinese loans were also used to modernise and expand the country's main airport. China also provided a US\$ 682 million loan to build the economically important Maputo-Catembe bridge, which was delayed for several years because of a lack of funds. It will be built by the China Roads and Bridges Corporation.

The China Kingho Group - the country's largest private coal developer - announced in 2011 that it planned to build a railway linking the coal-rich province of Tete to the port of Beira. If this project comes to fruition it will contribute significantly to the development of central provinces and benefit neighbouring countries including Zimbabwe.

China looks to natural resources

Natural resources are of immense interest to Chinese investors. In recent years, significant reserves of strategic mineral resources such as coal, oil, natural gas and other minerals have been discovered in Mozambique. The African Development Bank estimates that the country's coal reserves are the largest in Africa. In 2008, Wuhan Iron and Steel invested US\$ 1 billion in the coal sector, acquiring

mining interests in Mozambique's central provinces. This investment was followed by other investments in the coal sector.

Since the early 1990s, China has become a net oil importer, with more than 40 percent of its oil coming from abroad. Africa accounts for a significant proportion of its oil imports, with Sudan being its main source. Fellow lusophone country Angola is another significant source.

Mozambique is set to benefit from this trend. In 2013, China National Petroleum Corporation invested US\$ 4.2 billion to acquire oil concessions and exploration rights in the country. Chinese companies have also expressed interest in other mineral resources such as natural gas, iron, gold and precious stones. In April 2014, media outlets reported that another Chinese giant, CNOOC, was considering a multi-billion dollar acquisition of natural gas in the Rovuma basin off the country's northern coast.

Focus on agriculture

Another area of interest for China is agricultural production. Mozambique has enormous potential to become an agricultural powerhouse that could see it taking over the role that Zimbabwe once had as the bread basket of southern Africa. One Chinese company, Hubei-based Wanbao Grains and Oils, is reported to have invested US\$ 250 million in rice production in the fertile Limpopo Valley in southern Mozambique. Chinese business interests have also invested in cotton processing plants and other agricultural projects.

In 2012, China granted Mozambique an unspecified loan to develop agriculture in the Zambezi Valley. In November 2013, a national director at the Agriculture Ministry, Raimundo Matule, said that three Chinese business conglomerates could invest over US\$ 2 billion in the agricultural sector. If such plans materialise, they could revolutionise agriculture in the country.

While more attention has been given to large-scale investment by state-owned Chinese companies, private Chinese businesses also play an important role in the development of Mozambique's economy. This has led to the return of Chinese citizens to the country. There are now an estimated 7,000 to 10,000 Chinese living in the country, many of them running small and medium-sized companies.

Tourism is another area that could see growing Chinese investment. Mozambique is one of the fastest growing tourist markets in the world, while the number of Chinese tourists travelling abroad has been increasing rapidly. In 2013, 97 million Chinese travelled abroad as tourists. Perhaps in a sign of things to come, a group of Chinese businessmen announced their intention to invest US\$ 150 million in a five-star hotel in the coastal province of Sofala.

Not all plain sailing

While relations between China and Mozambique have in general developed smoothly and seem to have been largely beneficial to each party, there have been some irritants. Some sectors in Mozambique society accuse Chinese companies of not creating enough jobs and not respecting local labour laws. However, these issues can be addressed with more dialogue and engagement with local communities. Further, rising labour costs in China are likely to see the creation by Chinese companies of more jobs in Africa.

There are also some structural problems. Mozambique's poor infrastructure and the heavy hand of bureaucracy have hindered foreign investment. High crime rates and political instability

putting government forces against those of the opposition have also had a negative effect.

The Mozambique government has made infrastructure development one of its main priorities, with support from Chinese financiers and corporations. This is likely to slowly but steadily address the problem of poor roads and ports, which have so far hindered foreign investment.

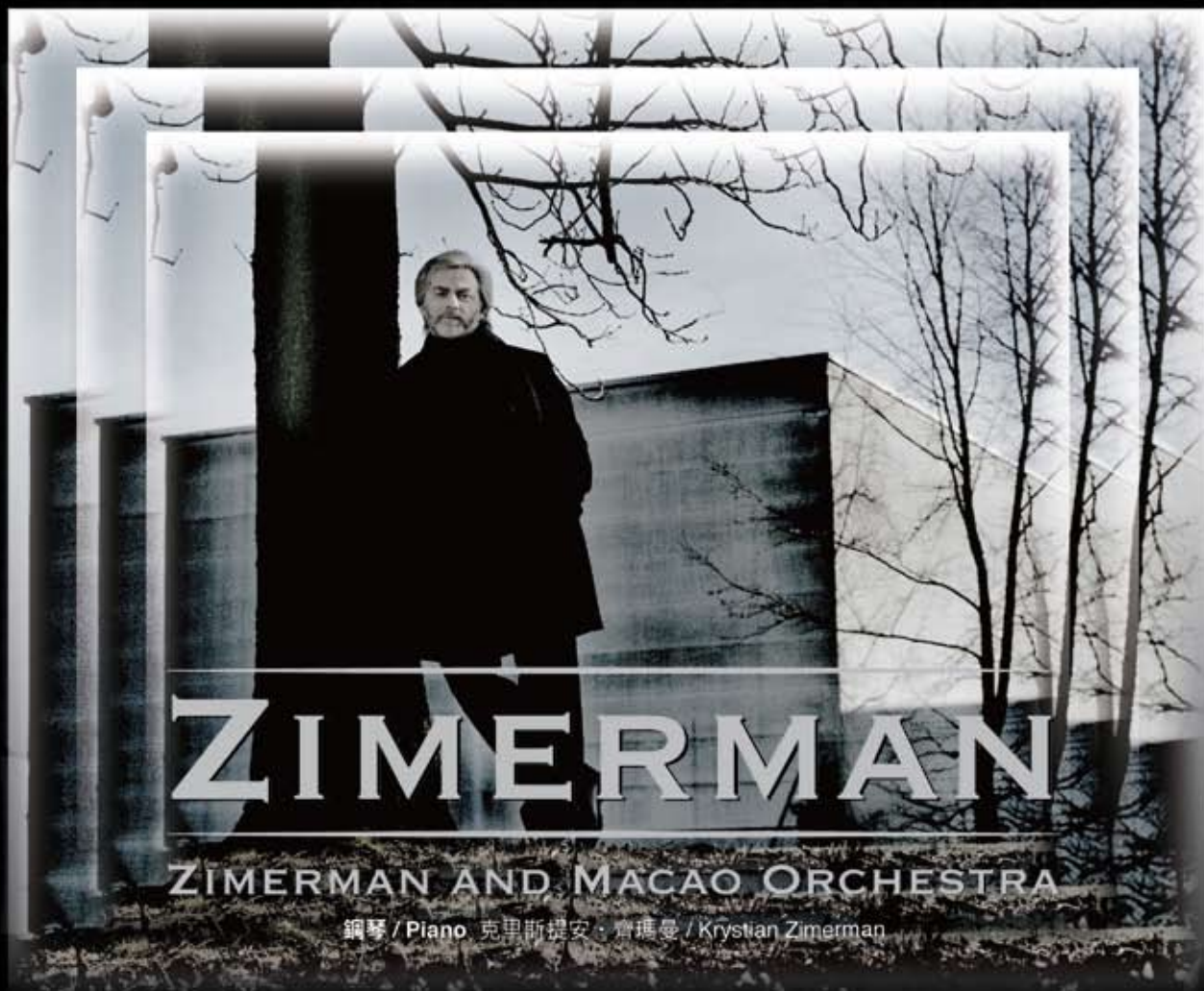
China is likely to continue to play a major role in helping Mozambique in this area, as it is doing in many other lusophone countries. Concerning political instability, China has succeeded in far more challenging environments and Mozambican leaders and their people have often shown that they are capable of coming up with creative and peaceful solutions to their problems. There is therefore no reason not to believe that Mozambique can continue to prosper.

Loro Horta is a diplomat based in China. He is a graduate of the People's Liberation Army National Defence University's senior officers course and the Chinese Ministry of Commerce Central School. He also served in several United Nations missions. He was born and brought up in Africa where he lived for 23 years. The views expressed here are strictly his own and do not in any way reflect the views of any of the organisations he is or was associated with.



A combine harvester works in the paddy field of Hubei-Gaza Friendship Farm in the suburbs of Xiaixai, in the southern province of Gza.

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17 / 01 / 2015

20:00

星期六 / Saturday

指揮 / Conductor

呂嘉 / Lü Jia

曲目 / Programme

布拉姆斯：

D小調第一鋼琴協奏曲 作品15

F大調第三交響曲 作品90

Brahms：

Piano Concerto No. 1 in D minor, Op. 15

Symphony No. 3 in F major, Op. 90

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Malanje-Luanda Railway trial-reopening ceremony

Angola and China open Atlantic to African neighbours

By Guilherme Dias in Luanda

The Benguela Railway was once Angola's bloodline, carrying goods to and from the interior of the country, and onwards to Zambia and Zaire (now the Democratic Republic of Congo). Its profit posted in the last full year of business in 1973 was the equivalent of more than US\$ 6 million dollars. The railway meant far more than just money, however, boasting a long and complex history.





Memories of the railway

The name of the Benguela Railway still resonates today, along with that of its promoter, Scotsman Robert Williams, friend of Cecil Rhodes, a pioneer in European exploration in Africa. "Benguela is the natural starting point for a railway to transport ore. I ask you to help me build the line and I will make Lobito a more important port than the one in Lourenço Marques" (now Maputo, in Mozambique), the entrepreneur told the Portuguese Ambassador in London in 1902.

This story still abounds with legends and images of long trains whose wagons are heaving with goods, ripping through the bright red earth of the Angolan highlands. It also brings up more dramatic memories, of the wreckage of once stately bridges shattered in the canyons during the war.

The railway line covered almost 1,350 kilometres, broken up by 67 stations. The line served as a bridge between the Angolan Atlantic and some of the richest mining areas in the world. It was impassable along its entire length for almost 40 years. Until now.

Today it is the most important of three railways



that, with technical and financial support from China, promise to take trade and development into the heart of Angola ... and of Africa.

Continued potential

About 85 years after the construction of the Benguela Railway, its potential is still intact. Nowadays it is even more valuable. The railway was initially intended to be the shortest route for export of ore from the region of Katanga (southern Congo) and the Copperbelt (Northwest Zambia) - through

the port of Lobito. But the line also passes through agricultural areas with great potential.

Renowned Angolan academics Regina Santos, Ana Duarte and Fernando Pacheco have spearheaded research on the Lobito Corridor, producing several publications. They believe that the “unique” features of the Benguela Railway could be reproduced today. They told Macao magazine that the Lobito corridor crosses through 12 to 20 million hectares of arable land, with excellent potential for grazing and good access to water, plus about 150,000 hectares of eucalyptus plantations. Less than ten percent of this arable land is worked, and agro-industry is still rare. All this points to the agricultural potential of Angola in general, but of the Benguela Railway in particular, to carry agricultural produce, for domestic demand and export through the Port of Lobito, they say. According to the academics, the explored area could be extended to around 250,000 hectares, including forestry. There is also indigenous forest in the provinces of Lunda Sul and Moxico offering potentially high income levels.

At the eastern end of the railway, in Moxico province, near the border with the Democratic Republic of Congo, is the famous bridge over the River Kasai. Just over the border is the province of Katanga. It is estimated that in Katanga alone deposits of copper and cobalt account for 40 percent and 50 percent of the world's total reserves, respectively. Not coincidentally, the recovery of this railway line was considered in 2011, a key part of the Master Plan for Transportation in the Southern African Development Community (SADC).

Multiple benefits

“The awakening of the Benguela Railway is still very important as it is multimodal - offering transport between Angola, DRC and Zambia - and strategic, because it is the shortest and cheapest route from landlocked SADC countries to the markets of Europe and the US,” the Angolan researchers say.

Last year, the Angolan Ministry of Transport estimated that in 2015 the Benguela Railway would carry 20 million tons of goods. This would require the railway to attract the flow of Zambian and Congolese minerals for export. At the moment most of these goods are transported through South African ports, 8,000 miles away.



The refinery under construction in Lobito has the capacity to process 200,000 barrels of oil per day, creating the potential for another major stream: exports of Angolan fuels to neighbouring countries by land. This is a business worth millions of dollars and of strategic importance to the Angolan authorities.

The railway would facilitate transporting goods and attracting investment, as well as improving transport facilities for people in the region. It would also have an important role to play in economic growth in Angola and neighbouring countries. Following on from this, according to the researchers, "The integration of the transport and communication network would be facilitated at the regional level, allowing Zambia to import products directly from Angola, such as oil, and connect to the sea through the port of Lobito." Once the Lobito Corridor is fully operational it "will enable further development of Zambia, re-launching sectors such as copper production, agriculture and the creation of joint ventures between businessmen of the two countries". Angola, the researchers say, could become a "regional hub, given its privileged location, including its ports, particularly in terms of international trade".

Luís Bernardino, Doctoral Researcher at the

Centre for International Studies of the University Institute of Lisbon (CIS-IUL), says, "Angola has had a good strategic vision by focusing on creating communication routes, and will become an economic hub in the sub-Saharan region." He continues: "The southern Atlantic Ocean is the future ... one where the main commercial routes will be located in the future. And Angola is geo-strategically well positioned to be a regional power in central and south-south trade." For neighbouring countries this is a golden opportunity.

Rebirth of ports

The focal point of this corridor will be the Port of Lobito, which has been modernised and expanded with a container terminal, an ore terminal and another one for fuel. Work was carried out by the China Harbour Engineering Company. The port's current capacity of 3.7 million tons of cargo per year will be increased to 4.1 million tons when the Benguela Railway, rebuilt by China Railway Construction, is working at full capacity.

Lobito-born Eugenio Costa Almeida, an Angolan researcher at CEI-IUL (Centre for International Studies, ISCTE-IUL), notes that this port has the

potential to be the most important in West Africa. "The economic reality is that there is excellent dovetailing between railways and ports," he tells Macao magazine.

The Angolan government's project has always involved the reconstruction of the railway. But now it is expanding to include a wider set of infrastructure initiatives designed to support growth and development of areas of high potential. The corridor project includes the international airport of Catumbela and others, plus A roads and highways to complement this. In Luau on the border with the DRC a new international airport is under construction. A container depot and warehouses will also be built soon.

"The development of the railways in general and the Benguela Railway in particular, will not only boost the development of Angola and its neighbouring countries through raw materials, fuel and food at lower and more affordable prices, but will also allow further development of areas around the railways. In the case of the Benguela Railway, it will increase the economic and territorial expansion of the port of Lobito with the return - due to being closer and cheaper - of minerals and raw materials produced in the DRC and Zambia," says Costa Almeida.

Three great railways

Ports are also the essential end points of two other railways: the Luanda Railway (CFL), rebuilt by China Railway 20, and the Moçâmedes Railway (CFM) in the hands of China Hyway. The regions and populations served by these facilities are also expecting a boost to development.

The Luanda Railway focuses on transporting people, particularly between Luanda and Viana. Although in the case of the Benguela Railway economic activity is still in its infancy, further north there is already significant business activity. In Malanje province, for example, the municipality of Cacuso has received significant public and private investments. These include the Capanda Dam and the adjacent Agro-Industrial Perimeter, which currently houses four agro-industrial companies, one with Chinese technical assistance. There is also the Biocom project, which is already producing sugar and electricity. In this case the partnership is between Odebrecht (Brazil), Sonangol (Angolan state company) and private Angolan company, Damler. Other projects are planned for the region and it is believed that the train will be a huge boon.



In the region of the Mocâmedes Railway, there are plans for iron ore exploration in Cassinga, Huila Province, as well as potential areas for mining in Kwando Kubango Province. Costa Almeida notes that the railway line should stretch south to Namibia, "which along with passing through some of the best mining centres in the country and with the development of the port of Namibe, would strongly develop this railroad."

The development plan of Angola's Integrated Railway System provides for the connection of the three lines to the rail networks of neighbouring countries. The Benguela Railway would connect to Zambian Railways, through a special branch line starting at Luacano station, in Moxico province, and the new Lumwana line, under construction in Zambia. The Moçâmedes Railway should connect to the Namibia railway system, starting from Cuvango station, stretching over a distance of 343 kilometres, as far as Oshikango in Namibia close to the border with Angola's Cunene province. A study is underway for construction of the Congo Railway, which will link Luanda to the provinces of Bengo, Uige, Zaire and Cabinda, over a distance of 950 kilometres, linking up later with the Chemin de Fer du Congo Ocean, in Congo Brazzaville.

Another idea that has been mooted, "perhaps in the very long term" is the "perpendicular connection of the three great" railroads. "That would be the icing on the cake," the researcher says.

Public-private partnerships?

Angola's government over the last 12 months has given out signs that private companies may have a role in the development and management of these facilities. The move has been welcomed by analysts. The Economist Intelligence Unit (EIU) in a recent report said, "These potentially valuable assets are not to be handed over too cheaply, or delivered to firms without the capacity to be successful."

The government is considering the merger of three railway companies, into a new public company, Caminhos de Ferro de Angola (Railways of Angola), with operational and commercial activities handed over to private companies. According to Costa Almeida, privatisation raises doubts: "Sometimes, and not infrequently [privatisation] is the best solution for good and better management of public

affairs." He cautions, however, that you need to discuss what kind of privatisation you are looking at - complete privatisation or just management?

Loro Horta, an academic researcher and diplomat based in Beijing, notes that these are strategic assets, so any privatisation requires "great care". However, he adds that "partnerships in which the Angolan government and foreign companies work together can be, in my humble opinion, the best option".

Outlook for China-Angola relations

The project for reconstruction of the main railway lines in Angola, by the China Railway Engineering Corporation, started in 2005 at a time when Angola had difficulty accessing financing, at an estimated cost of US\$ 3.5 billion. The triple project was the main recipient of funds that China made available to the Angolan government.

Nowadays, three parallel connections are fully restored: the more than 900 kilometres between the port of Namibe and Menongue near the Cassinga iron mine; 540 kilometres from Luanda to Malanje, a diamond area; and almost 1,400 kilometres of the Benguela Railway. The focus now is on ensuring a quality service to drive growth and development.

The completion of the work opens up new areas for cooperation between Luanda and Beijing, which is investing heavily in railways in Africa. Work is about to begin on a US\$ 3.8 billion-euro project financed by China's Exim Bank to rebuild the East Africa Railway, connecting the port of Mombassa, in Kenya, to South Sudan, via Uganda, Rwanda and Burundi. The electric railway between Addis Ababa and Djibouti, and railway networks in Chad and Nigeria are also under construction.

Luís Bernardino said that China has a policy for the entire continent, investing in strategic sectors which impact on their interests, such as access to raw materials. Credit lines "are quite attractive for the Angolan government" and are "in key strategic projects" in the country. "I think we will continue to witness the presence of Chinese investment in Angolan soil for many years," he added.

Regina Santos, Ana Duarte and Fernando Pacheco note the importance of the strategy for the transport sector, which is "imperative to create growth in other sectors". These include agriculture, construction and real estate, to which "Chinese companies, some of

which are private and already deployed in Angola, also make their contribution”.

“The Government continues to believe that relations between the two countries should go forward, given the multiple cooperation agreements, memorandums of understanding in various fields such as energy, telecommunications, education, culture, agriculture, etc. That is, everything points to both Angola and China seeing each other as strategic allies,” the researchers say.

According to Costa Almeida, the two countries have already shown that their relationship goes far beyond railways. “Just recently President Eduardo dos Santos visited two large industrial areas built entirely by the Chinese - a cement factory and a beer company - which will keep the Chinese managers and trainers in these companies for a long period,”

he says. “Alongside this there are highways that continue to receive Chinese funding and there will be other areas where the Chinese can remain in Angola.”

Loro Horta notes that ties between the two countries are still at their strongest in the oil and gas sector. Now infrastructure “can be considered the second most important economic area”.

“China is now probably the most advanced nation in terms of railways and has supported many countries in developing their connections; inter-regional trade remains relatively small, and the railway can change that,” he says. “If these railways are planned as part of a wider system of infrastructure and economic activity, they have the potential to integrate the economies of southern Africa in a way that has never been seen before.” ■



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Angolan President calls for closer relationship with Brazil

Angola should extend its relationship with Brazil to new areas of cooperation, Angolan President José Eduardo dos Santos said in Brasília according to Angolan news agency Angop.

As part of his recent State visit to Brazil, dos Santos said that Angola offered excellent conditions for development of agriculture and that the Angolan government intended to put conditions in place to process products locally in order to reduce imports of consumer goods.

José Eduardo dos Santos said that several legal instruments had been approved as part of

cooperation with Brazil and that others were being prepared with a view to improving the mechanisms of their strategic partnership.

Newspaper Jornal de Angola reported that the two countries had signed a financial agreement, discussed setting up a BRICS development bank and transferring Angolan prisoners.

Information published by Brazil's Foreign Relations Ministry showed that between 2009 and 2013 trade between Angola and Brazil rose from US\$1.47 billion to US\$1.99 billion and in 2013 Brazil was Angola's fourth-largest source of imports.



President José Eduardo dos Santos (L.) with President Dilma Rousseff (R.)

Meanwhile Brazil has opened up a new US\$2 billion credit line to Angola for use in the energy and construction sectors, Angola's Finance Minister, Armando Manuel said in Luanda.

Speaking to state TV station Televisão Popular de Angola, the minister said that the new credit line increased the total figure to US\$7.83 billion, "which makes it clear that there is a growing link between the two countries."

According to information from the Angolan government much of this funding will be used in the energy sector, particularly to increase power

production.

Angola's Energy Minister, João Baptista Borges, who was also in Brasília during the visit said that "two large projects" had already been registered for this Brazilian credit line.

One of these is construction of a second hydroelectric facility on the Cambambe Dam, in Kwanza Norte province. The dam was originally inaugurated on 6 October 1963, during the colonial period and the projected work will increase production capacity from 180 to 960 megawatts. The other project is the Laúca hydroelectric facility on the Kwanza River. ■



Statue of the King Chibinda Ilunga - Angola Chokwé
Ethnological Museum of Berlin

THE FORGOTTEN PIONEERS

Language, religion and advanced technology: the contribution of the slaves who came from the territory of Angola helped to shape Brazil for centuries and is comparable to that of the Bandeirantes, the settlers of the Portuguese empire. Historians have overlooked their role for decades, but new research is finally giving them the recognition they deserve

By Nuno Mendonça in São Paulo



In the 18th century, hundreds of slaves walked for days and days to get from their homes in the interior of Central Africa to the coast, to a territory that now forms part of northern Angola. Most of the slaves were men, though there were dozens of women amongst them too, all overseen by Portuguese slave traders and guards, with the help of locals from the kingdom of Congo.

The exhausted slaves then had to endure a traumatic crossing of the Atlantic Ocean, in appalling conditions, chained in the galleys of a slave ship. The ghastly journey brought them all to the brink of death, yet turned out to be a life-changing experience for many of them.

"The slaves called themselves *malungos*, which means 'crossing companions'," explains Juliana Bevilacqua, researcher of Museu Afro-Brasileiro (African-Brazilian Museum), which has a rich collection of Brazil's black history from the 16th century to the present.

"When they landed in Brazil, many had already established new bonds of fictional kin, which they took with them to the places they settled in, as they often went to work in the same regions. It was common to hear a slave saying 'that guy is my malungo', meaning that they were both in the same ship that took them to Brazil. The reference was not to their native land any more, but to the sea crossing. It was a brilliant form of survival, because they knew that their family bonds were definitely broken, apart from in a very few rare cases."

Slavery was such a brutal interruption in their lives that it was hard to keep hold of anything from the past. Everything had to be reconstructed or re-interpreted.

The slave ships docked in Salvador (Baía), Recife (Pernambuco) and Rio de Janeiro, the main slave centres. From there, the slaves were transported in internal migrations to meet the economic needs of the colony.

Central Africa was the main provider of slaves, not only for Brazil but also for the rest of world. For almost four centuries, more than five million people were forced off their native land and sold, mainly to northern and southern America.

Linguistic and religious heritage

The Angolan slaves' contribution was overlooked until recently due to the focus of Brazilian historians for many years on a later migratory movement from areas of what is now Nigeria and Benin. There was also a focus on their links to the Candomblé, a specific Afro-Brazilian religion which blends vital strength and nature's divinities, known as orixás, with Catholic elements.

The Nagô or Jeje-Ngô Candomblé originated in Nigeria and Benin, but Brazil also had the "Candomblé Angola" or "Bandu", where Orixás were called Enquisses, the most famous one being Iemanjá (orixá of African origin representing the queen of the sea).

There was an inevitable mix of the two candomblés, creating a Brazilian religion with a structure and deities similar to the ones in Africa, yet unique. "The religion is a peculiar combination of elements, and helps us to understand what Brazil is today," said Juliana Bevilacqua. "If one asks a Brazilian his or her religion, they will probably say Catholicism. But if they have a problem in their marriage or a job they aspire to, it's very common to go to a Candomblé house (a temple)."





There are also modern-day cultural traditions in Brazil that are marked by the *candomblé*. For example, on New Year's Eve everyone, including Catholics, wears white, believing that the colour symbolises peace. The real reason can be traced back to an *Orixá* called *Oxalá*, which is white.

The most common and visible influence of the slaves from Angola can be seen in the language in Brazil. Words like *balangandã* (refers to jewels and accessories), *balacobaco* (great, exceptional, or a person who loves to party) *balela* (a rumour), and *babá* (the person who takes care of the children), were all adapted from the *Kimbundu* language. *Baba* means to tap slowly to put a child to sleep. These words are of common usage in Brazilian Portuguese and are included in dictionaries.

This oral heritage is still alive in many Brazilian *quilombolas'* communities, which evolved from the *quilombos* - villages of former runaway slaves who organised themselves into new communities.

The Angolan influence is also evident in popular culture from the past, such as *Congadas'* parties. These were celebrations within slave communities where a king and queen would be crowned, and a court structure set up, with a clear resemblance to the African kingdom of Congo. These regal figures had a role in their communities, promoting mutual

help and caring for the special needs of sick slaves. *Congadas* were well accepted by landlords because they were closely linked to Catholicism and owners wanted their slaves to be believers.

Recent research shows that many arrived in Brazil already having undergone a certain degree of conversion to Christianity. Most were from lands controlled by the Kingdom of Congo, which had been Christianised by missionaries since the beginning of the 16th century. Many slaves who arrived in Brazil already knew about Catholicism. The Africans adapted and blended it with their original religious beliefs.

A particularly popular figure among the slaves was St Anthony, known as *Toni Malau*. His devotion in Congo was significant because of the Congolese Noblewoman *Beatriz Kimpa Vita*, who claimed to be possessed by the Saint and launched the *Antonian Movement* at the end of the 17th century. She would eventually be burned at the stake, accused of heresy by the king of Congo, but the devotion remained and was brought to Brazil.

The main rule was that everyone should follow Catholic practices, attending the church and belonging to segregated brotherhoods, like *Our Lady of the Rosary of the Black Men*, or the *Brown Men*, still existent in areas like *Ouro Preto*.



Nevertheless, it is clear that African cults reinvented in Brazil as Candomblés were practised out of sight of the authorities.

The Inquisition involved the persecution of slaves, but landlords turned a blind eye to undercover practices.

The calundus were cults very similar to the candomblé, practised in Brazil from the 17th century; some of the leaders who conducted them were taken and judged in Portugal and banished to their native Angola to serve their sentences, in the cruelest of ironies.

Nevertheless, the cults were conveniently ignored most of the time by landlords, who knew that peace and stability would thereby be maintained. Denunciation would only happen if they thought the sessions were threatening their authority.

Negotiating more than obeying

While the slaves were first arriving in Brazil and being transported to the farms, plantations or urban centres where they would work, firm identity bonds were being built up amongst them. This is evident in the weddings between slaves of the same ethnic kinship.

“One always thinks about the slave as a headless and brutalised being, who doesn’t take advantage of the environment,” said Juliana Bevilacqua. “But they were the ones who used the working tools and would create tools... The person who works is the person who knows best.”

This gave them a bargaining power in their relationship with their owners.

Slavery was a complex network of compromises. Many studies show how landlords needed to negotiate at an economic level with their slaves. The *brecha camponesa* (peasant breach) for instance, meant the possibility of the slave to farm his own land on Sundays; with that produce, he could exchange or sell to gather money to buy his liberation. There were also the *escravos de ganho* (gaining slaves), who were rented slaves, like barbers, who would keep a percentage of the payment for their services.

The environment did not favour rebellions; but there were intelligent forms of passive resistance when survival was at risk. It was very common to work slowly or spoil the seeds, giving the landlord the impression that the sowing was going well, when in fact it would be worthless. That would spare the slaves from a hard crop under the scorching sun.

The technological factor

Organised resistance was also difficult because nearly all the slaves were illiterate; reading and writing was a symbol of power and therefore a threat to the stability and status quo.

One of the few known cases, the Malês' Rebellion, in 1835, was done by Islamised and literate slaves brought from Nigeria, the malês, who exchanged written messages to organise the uprising.

Slaves from Angola did not have access to formal learning but possessed very valuable knowledge, passed from generation to generation: they mastered very developed technologies. Gold mining in Brazil, especially in Minas Gerais, owes a great deal to the Acã people from the Gold Coast of Ghana. Iron mining owed much to the people from Angola and the Central African region. Travellers at the beginning of the 19th century described iron casting techniques very similar to the ones used in that part of Africa.

The Portuguese knew that these populations had technological expertise in gold and iron. Indeed, the Chokwe people from Angola mastered iron-casting techniques so well that the Portuguese considered building an iron plant in Angola in the 18th century.

The Europeans waited for a long time to negotiate their iron objects with the Africans; the latter simply refused because their iron was much superior.

It was vital to count on these experts - blacksmiths and goldsmiths, woodworkers and cobblers - to maintain the normal functioning of the colony.

The role of Angolan women

If slave men did most of the heavy work, on farms, plantations and in mines, slave women re-enacted the role they had had in Africa. Angolan women contributed to the slave economy as sellers of small items. As they often went to the commercial centres of cities and villages, they picked up very useful local knowledge. In some regions, especially in Minas Gerais, women were eventually forbidden from frequenting specific areas to prevent them from exchanging vital information.

As in Africa, it was also common to find them in the fields and even in mines. They were also high priestesses in the religious world; there is an impressive predominance of women in the Candomblés from Baía, where these cults were born and women led the Candomblé houses.

The role of these women was most influential, however, in the domestic sphere.

As wet nurses, they were not only responsible for breastfeeding the babies of the owner's family, but also for their education. Many African words linked to affection and feelings were incorporated into Portuguese - like *denginho* (sweetness), *cafuné* (caressing), *moleque* (tomboy), and *coxixar*



(gossiping in a low voice). These intimate words were passed to the children who often had more contact with their nannies than their own mothers.

The dark side of life for women was their vulnerability to their owners. Landlords frequently raped slave women, a fact that they would try to turn to their favour, as a way of survival, to improve their way of life and make it less harsh and cruel. But the children born out of the wedlock would be slaves, despite the father being the white boss.

Brazil is defined by its mestizo (mixed race) component. This major group still belongs to the Brazilian lower classes to this day, which all goes back to the slave period.

Emancipation and beyond

When slavery was abolished in 1888, a complicated situation ensued – the former slave had no means to upgrade his economic and social situation.

He was forced to work in similar conditions, often in the same place, in extreme poverty and dependent on his landlord.

This legacy of false equality continues today. Slavery was followed by low-paid work or poverty, with rare opportunities for economic, social and cultural improvement.

Researcher Bevilacqua said that social questions in Brazil are highly marked by race. “Who inhabits the poor suburban neighbourhoods and shanty towns? Who fills the badly paid jobs? These reasons are found in the past.” She continued: “I don’t know if there’s a will to solve this problem because there’s an interest in perpetuating this cheap labour. But it’s a very grave matter which Brazil has to deal with at some point.”

In 2003, an educational law introduced the mandatory study of African history in schools, which enabled children to understand the roots of black history in the country.

Contacts among historians and researchers worldwide are more intense than ever, including between Brazilian, Angolan and Mozambican academics.

Brazil’s history is therefore being redeemed and rewritten - and the people of Angola are playing a full part. ■

Juliana Bevilacqua





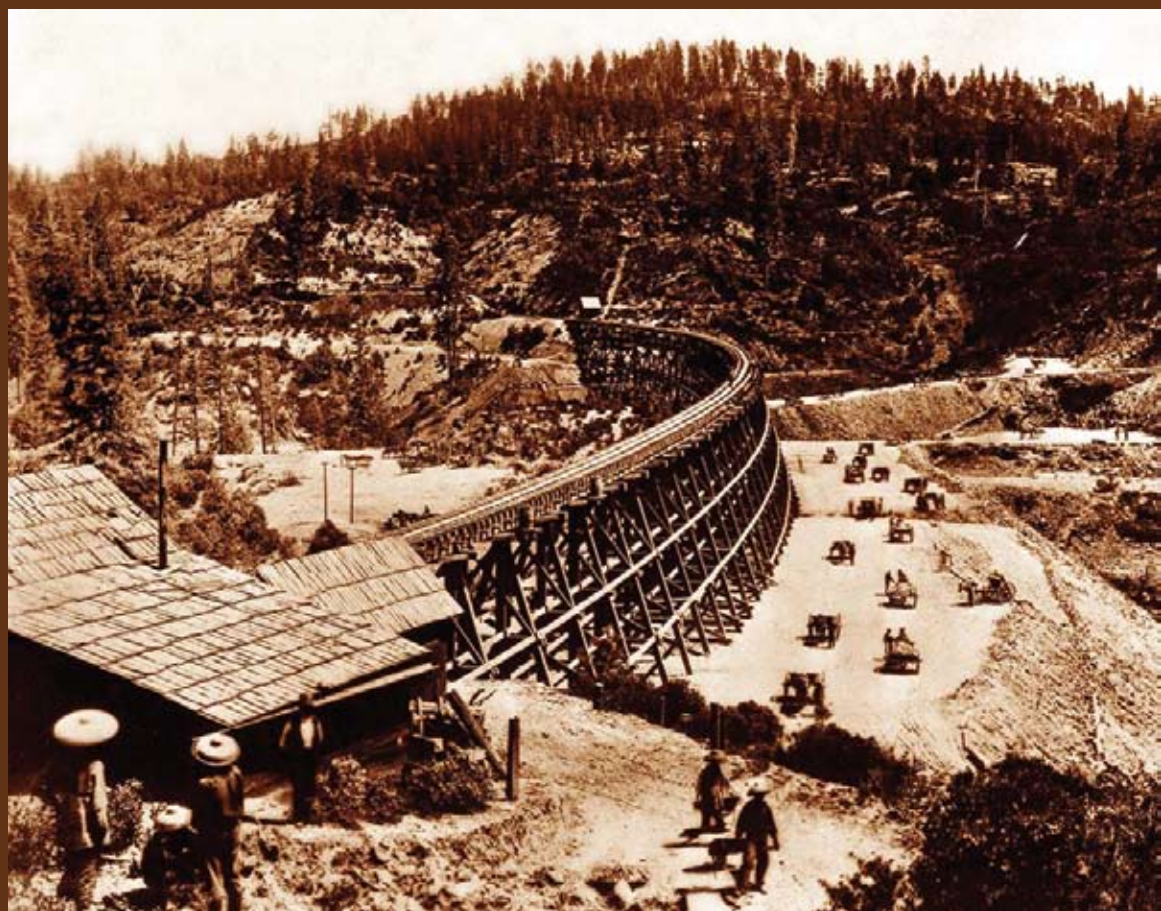
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Recognition at Long Last

US Labour Department honours Chinese rail workers

By Louise do Rosário

In May this year, the United States Department of Labour honoured for the first time the more than 12,000 Chinese workers who helped to build the trunk railway line that linked the east and west of the country.

The line, 3,200 kilometres long, was constructed between 1863 and 1869, a milestone in the nation's history. It revolutionised the settlement and economy of the western states, by making shipment of goods and people quicker and cheaper from one end of the country to the other.

Most of the workers came from Guangdong province, the first to provide emigrants from China to the United States. They were the fathers of the Chinese community in that country, who overcame prejudice and discrimination and now work in every sector of the economy.

The line had a great political significance, bringing the states of Nevada, California, Oregon and the Utah, Wyoming, Colorado, and Washington territories into the Union and made settlement of the west more rapid and inexpensive.

At a ceremony on 9 May, Department Deputy

Secretary Chris Lu registered the workers in its Hall of Honour in Washington D.C. They were the first Asian-Americans to be inducted in the hall since its creation in 1988; they join other outstanding people, including labour leader Cesar Chavez and rescue workers who responded to the attack on the World Trade Centre in New York in September 2001.

"For the community of 18 million Asian-Americans and Pacific Islanders in this country, the Chinese railway workers are part of our first influx," said Lu. "They pushed open a door so that generations could follow them. The story of their successes has been missing in history for far too long and that is why we honour them today."

At the ceremony, Labour Secretary Thomas Perez said that the workers had made an enormous contribution to a project that brought unprecedented development and prosperity to the US. "They are worthy of our recognition. Theirs was difficult and dangerous work and many lost their lives. They worked in harsh conditions and were paid less than the white workers. Then and now, this is wrong."



Chinese railroad workers

Building the line

The Pacific Railway was built across western US to connect the Pacific coast at San Francisco Bay with the existing network in the east, which had reached Council Bluffs, Iowa. The line was built by three private companies.

It opened for traffic on 10 May 1869, with the driving of the final spike through a rail at Promontory Summit, Utah.

It was a colossal undertaking, one of the biggest construction projects in 19th century America. It involved investment of US\$ 100 million raised by selling government-backed bonds and bonds and stocks of the railway companies to private investors. From 1861-1863, the US Congress also passed the Homestead Acts which sold the applicant 65 hectares of state land that had been unclaimed; this provided a low-cost incentive for the settlement of the west, of which thousands took advantage.

Most of the engineers and surveyors who built the line had learnt their skills on the Union side in the Civil War of 1861-1865; both it and the Confederate side relied heavily on railways to fight the war.

Most of the semi-skilled workers on the Union Pacific, one of the three companies, were recruited from the many discharged veterans of the two armies and emigrant Irishmen escaping poverty and famine at home.

One of the three was the Central Pacific, based in California; it faced a shortage of semi-skilled workers, because the west was sparsely populated. For the construction, it relied on black workers who had escaped slavery and turmoil of the civil war and migrant Chinese manual laborers; most were fleeing poverty and the terror of the Taiping Revolution. Supervisory, engineering and skilled jobs were done by experienced white workers, including many Irishmen.

Chinese emigration

In China, decrees by the Qing dynasty in 1712 and 1724 forbade emigration and foreign trade. But, after the Opium War of 1839-42, the ban was widely ignored, especially by people from Guangdong who were closest to Macao and Hong Kong and had some understanding of the life and the wealth of the west.

The first group left to join the Gold Rush in California in the 1850s. Except for wealthy merchants who could take their families, only men were allowed to go; most were peasants and craftsmen from Guangdong and Fujian. They were driven by grinding poverty, insufficient land and hope of a better life abroad. From the first Opium War to 1882 when the US banned Chinese immigration, nearly 300,000 Chinese migrated.



An additional factor pushing them to leave was the Taiping Rebellion between 1850 and 1864, which killed 20 million people, mainly civilians, in southern China; it was one of the deadliest military conflicts in history.

When they arrived in the ports of California, the migrants had a big shock. They could not speak English and, coming from rural Guangdong, had no idea of western lifestyle, customs and eating habits.

Initially, they worked in the gold and silver mines and in the laundries and restaurants in the Chinatowns where it was safest for them to live.

In the 1860s, the gold rush was declining and the Central Pacific Railroad could not find enough white construction workers. Its manager, Charles Crocker, decided to hire Chinese despite the scepticism of his staff who believed them too thin and physically weak.

He won the staff over by saying that this would cut labour costs by a third, because the company would not pay the board and lodging of the Chinese. They were given a few days of trials and impressed with their hard work and efficiency.

Between 1865 and 1869, Chinese built 95 percent of the Central Pacific line, nearly 1,100 kilometres long. Crocker hired as many as he could find in California and then imported more directly from China. In the end more than 12,000 worked on the line.

Despite their small stature and lack of experience with railroad work, the Chinese handled most of the heavy manual labor needed to get over and through the rugged Sierra Nevada mountains and across the Nevada and Utah deserts.

Model workers

The work was difficult and dangerous. The route had to be laid over rivers and canyons and through two mountain ranges – the Sierra Nevada and the Rockies; the men had to build tunnels using unstable nitro-glycerine explosives which cost the lives of many of them.

Equipment was rudimentary – wheelbarrows, horse and mule carts and a few gondolas pulled on the railway. Nearly all the work had to be done by hand. Due to Crocker's eagerness to complete the project ahead of time, the men worked through the extreme heat of the summer and the snows of winter. Dozens were killed in avalanches.

In total, more than 1,000 workers – nearly ten percent of the total – were killed during the construction.

Today the people of Nevada refer to a mountain stretch of line built through their state as “the Chinese Great Wall of the Nevada mountains” because of the many workers who died there.

The Chinese teams were well organised and disciplined; they worked under a Chinese supervisor who translated, collected salaries, kept order and relayed orders from his superior. They worked 12 hours a day, six days a week and received US\$ 26 a month, excluding board and lodging; the white workers received US\$ 35, including board and lodging.





A diligent worker could, after paying for food and lodging, save US\$ 20 a month - a small fortune by Chinese standards. They sent most of the money back to their families in Guangdong and Fujian.

This great sacrifice for the building of the nation received no recognition from the people and government: quite the reverse. In 1882, the Congress passed the Chinese Exclusion Act, which banned immigration of Chinese labour. It was mainly a result of pressure from white working class people who feared the competition of Chinese and accused them of reducing wages; it was also simple race discrimination.

The act was a nightmare both for those who wished to come and those already settled in the US. It excluded Chinese "skilled and unskilled laborers and Chinese employed in mining" from entering the country for ten years under penalty of imprisonment and deportation.

It required the few non-laborers who sought entry to obtain proof from the Chinese government that they were qualified to immigrate - but this was very difficult to obtain.

The act also affected Asians who had already settled. Any Chinese who left the US had to obtain certifications for re-entry; the Act made Chinese immigrants permanent aliens by excluding them from US citizenship. After 1882, Chinese men in the US had little chance of ever re-uniting with their wives or starting families in their new homes.

Amendments made in 1884 tightened the provisions that allowed previous immigrants to leave and return and said that the law applied to ethnic Chinese, regardless of their country of origin.

The act was not repealed until December 1942.

During this period, there was no ban on immigration of people of other races.

In 2011 and 2012, the US Senate and House of Representatives passed resolutions that formally expressed regret for the Exclusion Act.

Recognition overdue

Sue Lee, executive director of the Chinese Historical Society of America, said that the induction ceremony on 9 May was the long overdue recognition deserved by the Chinese labourers on the Transcontinental Railway.

It is emotionally important for the Chinese-American community to receive that recognition and a reminder of their pioneering history.

"The importance and significance of those early Chinese resonates in the face of racism and barriers and continuing discrimination throughout the time, even after the railroad work finished. They could not find a job, it was hard to settle down in communities; Chinese women were not allowed in this country, they could not start families.

"Despite all that, the Chinese community survived and, when immigration laws changed in 1968, this new population ... [began] learning about the legacy of the work of these pioneering railroad workers," she said.

How the world has changed since then. In May, the Beijing Times reported that China was considering a high-speed railway line to the US, via the northeast, Siberia, a tunnel under the Bering Sea and through Alaska and Canada. It would run for 13,000 kilometres and the entire journey would take two days, with the train travelling at an average of 350 kilometres an hour.



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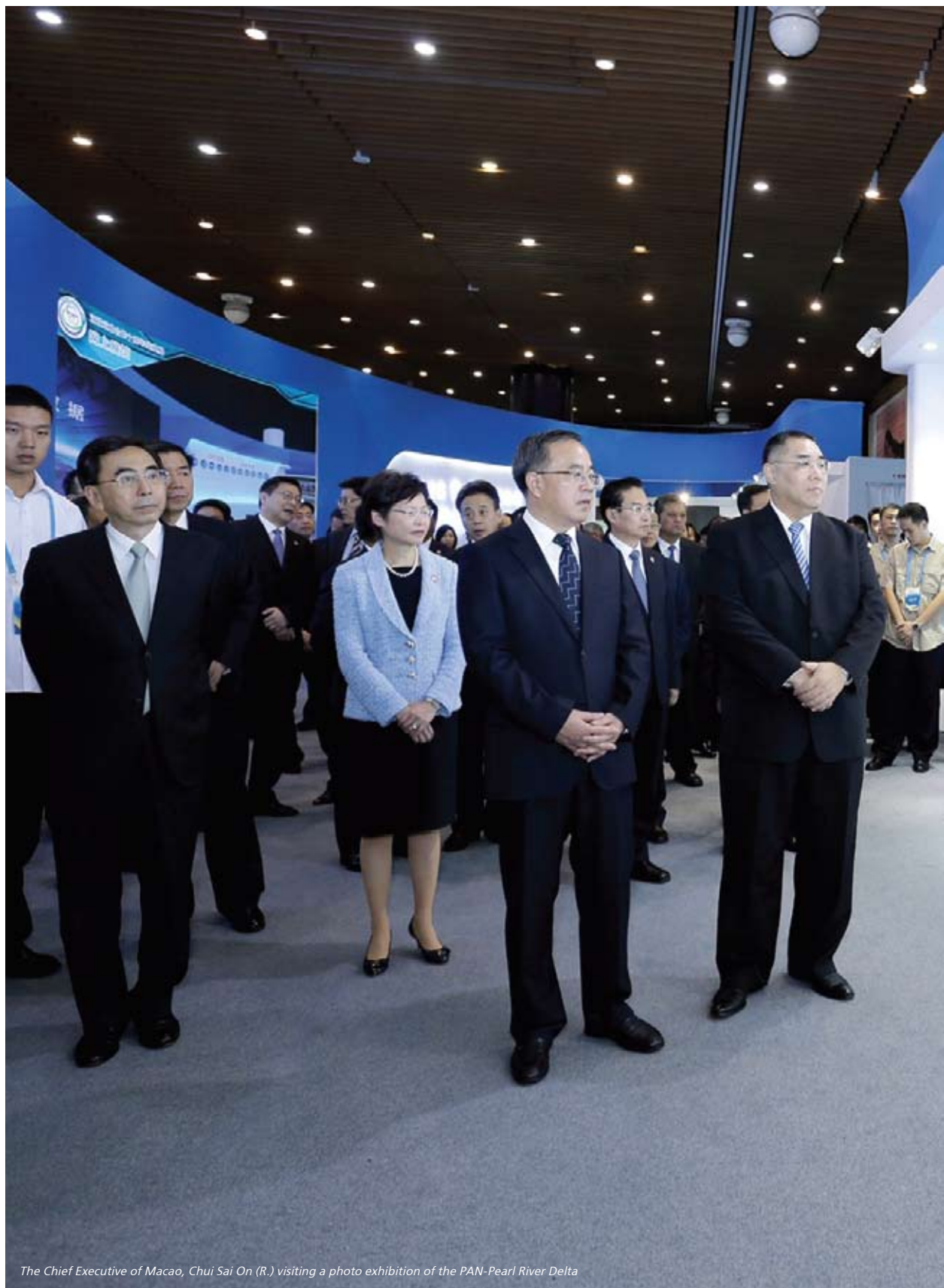
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The Chief Executive of Macao, Chui Sai On (R.) visiting a photo exhibition of the PAN-Pearl River Delta

Ten years of economic development in Southern China



Pan - Pearl River Delta conference confirms giant transport deals worth 500 billion yuan

By Mark O'Neill



A meeting of governors of nine mainland provinces and regions and the chief executives of Macao and Hong Kong closed on 13 October with the signing of contracts worth more than 500 billion yuan, including major road and railway projects.

The largest involves a rail crossing of the 30-kilometre Qiongzhou Strait between Guangdong and Hainan provinces as well as long-distance expressways and railways across southern China.

The governors and the chief executives also signed a declaration to deepen regional cooperation. It was the final day of a two-day conference in Guangzhou, of the Pan-Pearl River Delta (PPRD) economic forum.

The PPRD consists of eight provinces, one region and the two SARs. They are Guangdong, Guangxi, Hainan, Yunnan, Guizhou, Sichuan, Hunan, Jiangxi, Fujian and Macao and Hong Kong. They cover an area of 1.92 million square kilometres and a population of 400 million. They account for 18.6 trillion yuan of gross domestic product, about one third of the national total.

The conference was chaired by Zhang Dejiang, who launched the initiative ten years ago when he was Communist Party secretary of Guangdong province. He is now chairman of the National People's Congress and a member of the Politburo Standing Committee.

The first PPRD Forum was held in Hong Kong, Guangdong and Macao respectively on 1-3 June 2004. Since then, the meetings have been held in different venues - Sichuan, Yunnan, Hunan, Guangxi, Fujian, Jiangxi, Hainan and Guizhou.

The leaders decided that, in future, the forum will be held every two years and always in Guangzhou, to reduce administrative costs. The Guangdong and Fujian governments will host the next forum in 2016.

The declaration they signed set out the priorities for their region for the 2015-2025 period and stipulated that they be included in the 13th five-year national plan, from 2016 to 2020.

It called for greater cooperation in 11 sectors, including construction of power and water conservation projects, urbanisation, commerce and finance, environmental protection, tourism, agriculture, human resources, science and culture, medicine and social welfare and information technology.

This includes greater cooperation in the testing, examination and standardisation of both industrial and agricultural products.

It also called for improved cooperation in preventing infectious diseases – with an eye to the threat of Ebola. When such a disease breaks out, information about it must be shared rapidly and legally.

Bridges and high-speed train projects on the agenda

The conference also witnessed the signing of 31 projects in priority sectors, including transport, ports, economic cooperation and environmental cooperation.

The largest is construction of a 26.3-kilometre bridge over the Qiongzhou Strait between Guangdong and Hainan provinces; it will carry both motor vehicles and railway wagons.

Next is a high-speed railway connecting Ganzhou in Jiangxi province to Shenzhen, via the cities of Heyuan and Huizhou, to be built at a cost of 64.65 billion yuan between 2015 and 2020. Another is a railway between Yingtan in Jiangxi to Meizhou in Guangdong, to be built between 2015 and 2025 at a cost of 41.5 billion yuan.

Also on the list are the bridge between Hong Kong, Macao and Zhuhai, costing HK\$ 38.1 billion, and an extension of Macao's light rail system to Hengqin in Zhuhai, on which work is due to start in 2015, at a cost of 7.5 billion patacas.

Macao will help China's entrepreneurs to do business with Lusophone countries

In his speech to the conference, Chief Executive Chui Sai On said that Macao was working hard to diversify its economy and develop the city into a

world tourism and leisure centre and platform for business and trade services between China and Portuguese-speaking countries.

He said that the government would organise more delegations of PPRD and Macao entrepreneurs to visit and invest in these countries; support and facilitate tourism cooperation between the mainland and these countries and promote development of the tourism business with each other; and organise national and international exhibitions to support firms from the PPRD and these countries to exchange views and explore international markets.

Hu Gang, a professor at Jinan University in Guangzhou, said that the choice of the leaders at the conference to have their ten-year plan included into the 13th five-year plan was absolutely correct and would improve the competitiveness of their region.

He added that the infrastructure projects signed at the event would enhance the region, such as the high-speed train between Guangzhou and Guiyang that will cut the travel time to only four hours. "These projects will bind the region closer together. They are necessary for the further development of the Pearl River Delta region.

"Each province must approach projects from the point of view of mutual benefit. On the issue of the transfer of industries, Guangdong does not wish to move all its industry (to other provinces) and hollow out. The inland provinces need to use their energy and mineral resources," he said.



Governors of mainland provinces and regions with the Chief Executive of Macao and Hong Kong



Chui Sai On

Pan-Pearl River Delta region covers 1.92 million square kilometres with a population of 400 million

The Pan-Pearl River Delta region consists of eight provinces, one region and the two SARs: Macao and Hong Kong. Together, they cover an area of 1.92 million square kilometres with a population of 400 million, 31 percent of the national total.

The forum was established in 2004 to provide a platform for these provinces and regions to foster better regional cooperation and strengthen overall competitiveness. It also aimed to accelerate the growth of the interior provinces, whose economies were less developed than those of Guangdong, Fujian, Macao and Hong Kong.

Government and companies in these interior provinces could also use the coastal provinces, Macao and Hong Kong to find new markets for their products and services abroad. New roads, railways and other transport links could help move

products from the interior to the rich cities of the southeast and to the export market.

According to the Guangdong Development and Reform Commission, in the nine years from 2004 to 2013, the nine provinces and regions signed 19,488 projects with a total value of more than 3.7 trillion yuan. In 2013, their GDP reached 18.6 trillion yuan, accounting for one third of the national total.

In 2013, trade between the nine provinces and regions and Macao and Hong Kong exceeded US\$ 300 billion, accounting for 75 percent of the total value between the mainland and the two SARs.

In the same year, trade between the nine provinces and regions and the countries of the Association of Southeast Asian Nations (ASEAN) totalled US\$ 171.8 billion, accounting for 38 percent of ASEAN's trade with China.

Over the last ten years, the number of Hong Kong-listed companies in the PPRD rose four-fold from 71 to 285.



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An aerial night photograph of a city, likely Macao, showing a dense urban landscape with numerous high-rise buildings and a complex network of roads. Long, bright light trails from vehicles are visible on the roads, indicating a long exposure. The city lights are a mix of warm yellows and oranges, and some cooler blues and purples from building lights. The overall scene is a vibrant, illuminated urban environment.

Ancestral Roots

Diaspora is generous to
home district of Chaoshan

By Ou Nian-le





In a village close to Shantou in the north of Guangdong stands a vast mansion with four courtyards and 506 rooms. It is so large that local people call it 'the little Imperial Palace', a reference to the former emperor's home that dominates the centre of Beijing.

Covering an area of 25,400 square metres, it was built from the 1910s to the 1930s by a wealthy family named Chen which had migrated to Thailand; but they never used it after its completion. During the Cultural Revolution, it was occupied by a local militia group. In the 1990s, the family donated it to the government, who turned it into a museum.

Its evocative photographs show vividly the enormous contribution made by the Chen family and other migrants to their home place.

One room has a table of the money they sent each year to relatives and friends at home. It started at 7.549 million taels of silver in 1895 and rose in the 1920s to over 200 million taels, several times the area's foreign trade at that time. The money went to build roads, houses, schools and hospitals and to support the daily living expenses of thousands of people.

From 1942 to 1945, when the Japanese military controlled the southeast coast of China, the money could not be delivered by sea and took a longer and more tortuous route over land through Guangxi and Guangdong.

"During this period, many people in this region starved to death," said Lin Kailong, a deputy professor of Shantou University and a specialist who has published several books on the history of the area. "This shows how important this supply of money from the migrants was.

"About 10 million people live in the Chaoshan region today. The number of migrants is the same," he said. They live in 90 countries around the world, from Canada to Paraguay and Brazil, from France and Spain to New Zealand and all over Southeast Asia.

"Historically, the land in Chaozhou was limited and the population too large," he said. "It was a remote area, with no railway and poor road links to the rest of China. The only link was by water." The three cities of Chaozhou, Shantou and Jieyang constitute the Chaoshan region.

The most famous and the wealthiest migrant is Li



Ka-shing, the richest man in Hong Kong whose business empire spans the world. He is also the most generous of the migrants, having set up Shantou University in 1981, to which he made an endowment of HK\$ 6 billion.

Fortune made in Thailand

The vast mansion belongs to the family of Chen Ci-hong, who was born in 1843 and took a boat from the port of Shantou in 1871 for Thailand, one of the countries most favoured by Chaoshan migrants.

There the family started in the import-export business and then expanded into rice milling, warehouses, finance and other sectors.

Three of the courtyards were built for the three sons of Chen Ci-hong.

The Chen family were part of a lucky few who made a fortune abroad. The vast majority of Chaoshan migrants were poor, landless farmers who were packed into overcrowded boats and shipped to countries in Southeast Asia, where they earned a hard living as labourers, miners, coffee-, vegetable- and crop-workers, and carrying cargo.

Such migrants were commonly known as *maizhuzhai* (selling little piglets), a reference to the fact that they were treated scarcely better than animals. The relatives who bid goodbye to them at the pier did not know if they would ever see them again.

CP Group

Chaoshan is also the ancestral home of the wealthiest man in Thailand, Dhanin Chearavanont, chairman and CEO of the CP Group; his Chinese name is Xie Ming-guo. In its list of world billionaires in 2013, Forbes placed him 58th with a net worth of US\$ 14.3 billion, the richest man in Southeast Asia.

His father, Chia Ek Chor, and his brother arrived in Thailand in 1919 after the family land near Shantou had been inundated by floods; they began importing high-quality seeds from China to grow cabbage, turnips, radishes and cauliflower. In 1921, they set up a small shop in Bangkok's Chinatown. They worked 16 hours a day, with no weekends. Next, they imported vegetables to meet the demands of the city's growing Chinese population.

During the Japanese occupation from 1941-45, the company closed its business in Thailand; Ek Chor took refuge in Singapore, where he went into fishing.

After they returned to Bangkok after 1945, they began to export pigs and eggs to Hong Kong. In 1949, the new government nationalised his trading business in China. In 1954, Ek Chor set up a feed mill in Thailand, which was to become a major product line. Dhanin was his fourth son but it was he who showed the greatest prowess at business; he became president in 1970.

Ek Chor died in 1983, at the age of 87; he had created a global food empire.

The CP Group was the first foreign investor in China, in 1979, and is the largest overseas Chinese investor in the country, having put nearly US\$ 6 billion in 200 companies that employ over 80,000 people. These include a feed grain mill in Shantou.

The company has also built an indoor sports stadium in the city, close to the spot where Dhanin's mother is buried.

Shantou University

The biggest single act of philanthropy by a native of Chaoshan is Shantou University, funded by Li Ka-shing, the richest man in Hong Kong.

It was established in 1981 and admitted its first students in 1983. The Li Ka Shing Foundation has committed a total of HK\$ 6 billion to the university. It covers a total area of 1,921 mu (128 hectares),

with a built-up area of 450,000 square metres, in the northwest of the city.

It includes one residential college and nine schools and colleges, including a medical college and law school. It has a state-of-the-art library, which includes large digital and electronic collections, and is building a new sports centre. It runs three affiliated hospitals and a mental health centre, with a total of 3,400 beds and 1.5 million outpatients a year.

It has 10,000 students, who pay on average fees of 10,000 yuan a year. The faculty are recruited globally. In September last year, the Li Ka Shing Foundation announced a grant of US\$ 130 million toward the Technion Guangdong Institute of Technology on a site next to Shantou University. The Guangdong provincial government and Shantou city government are providing 900 million yuan towards construction and initial operations and a 330,000-square-metre site. TGIT will begin to offer undergraduate programmes in civil and environmental engineering and computer sciences in 2014, with other courses to be added in the future.

At the signing ceremony in Tel Aviv, STU Provost Professor Gu Peihua said that Technion had shown the world what the future university should do in order to deliver value of regional, national and international significance. "Economics in Guangdong and China are undergoing structural changes, to which industrial and technological innovations were critical factors for success," he said.

Li Ka-shing was born in the nearby area of Chaozhou





in 1928. In 1940, to escape the Japanese occupation, the family moved to Hong Kong. Due to his father's death, he was forced to leave school before the age of 15 and found a job in a plastics trading company where he worked 16 hours a day.

By 1950 he was able to start his own company, Cheung Kong Industries. From manufacturing plastics, Li led and developed his company into a leading real estate investment company in Hong Kong that was listed on the Hong Kong Stock Exchange in 1972. Cheung Kong expanded by acquiring Hutchison Whampoa and Hongkong Electric Holdings in 1979 and 1985 respectively.

According to the Bloomberg Billionaires Index, as of April 16, 2014, he was the richest person in Asia, with a net worth of US\$ 31.9 billion. He is the chairman of the board of Hutchison Whampoa (HWL) and Cheung Kong Holdings. Through them, he is the world's largest operator of container terminals.

Li is one of Asia's most generous businessmen, having donated over US\$ 1.41 billion to charity and various other philanthropic causes.

Migrants in Macao

There is also a sizeable community of Chaozhou people in Macao, nearly 40,000 members. They set up an association in 1985, under the chairmanship of Xu Shi-yuan (许世元), a vice-chairman of the Macao Chinese Chamber of Commerce and a member of the Legislative Assembly.

Since then, the association has been active in education, philanthropy, relief for disaster-hit

regions and other social causes. In 1995, it set up the Pei Hua (培华) Middle School, to which it later added a primary school and kindergarten. It has also conducted many exchanges with the three cities of the Chaoshan area – Shantou, Chaozhou and Jieyang.

In 1989, it organised the fifth International Chaozhou Friendship Annual Meeting in Macao, with over 1,000 representatives from more than 20 countries and regions.

Shantou Today

In 1980, the central government declared Shantou one of the four Special Economic Zones (SEZs), together with Shenzhen, Xiamen and Zhuhai, because of its rich and extensive diaspora.

But it has grown more slowly than the other three, in part because of its geographic isolation and absence of good rail and road connections to the rest of China.

In 2013, it announced a GDP of 156.6 billion yuan, an increase of ten percent over 2012. Its main industrial products are toys, with output value in 2013 of 20 billion yuan, up 40.3 percent over 2012: also garments, furniture, medicines and plastic goods.

It reported exports of US\$ 6.6 billion, up 7.1 percent, and imports of US\$ 2.63 billion, down 0.3 percent. The two largest export items were garments and textiles, US\$ 1.641 billion, up 12.7 percent, and toys US\$ 969 million, up 2.7 percent. During the year, it attracted US\$ 148 million in foreign investment, up 13.6 percent.

Macao **next** issue



Railway from Chongqing to Germany opens new Silk Road to Europe



Queen of retail expands fashion empire in Macao



In Shanghai park, parents seek spouses for their children



George Chinnery, Macao man who painted China Coast



São Paulo museum remembers Brazil's football story

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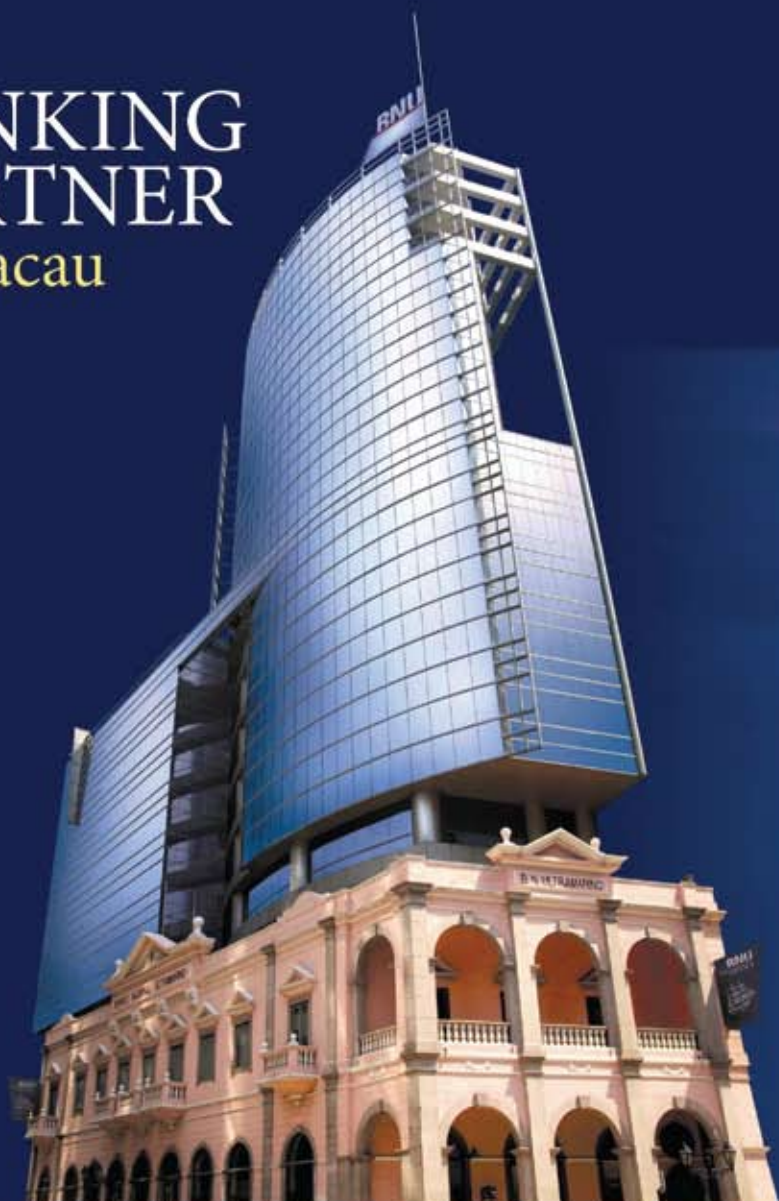
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