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ON THE COVER Air Macau plays a key role in developing Macao's tourism sector by bringing visitors not only from mainland China but from all over Asia

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INTEGRATION, A TANGIBLE REALITY

Macao Magazine's May issue covers fundamental aspects of the territory's future, including its economics, tourism industry, and cultural icons, particularly pivotal factors responsible for transforming Macao into an international tourism centre.

One leading model is Air Macau, a subsidiary of Air China. Having recently opened a new route to Fukuoka, Japan, and expanded its fleet, Air Macau flies steadily upwards, continuing to attain higher heights – an example for Macao to follow.

The integration of Macao's economy with the Pan Pearl River Delta (PRD) is becoming an ever more tangible reality, step by step.

In 2016, high-ranking officials emphasised the need for a wider and quicker economic integration of the nine provinces of South China's Pan PRD with Macao and Hong Kong.

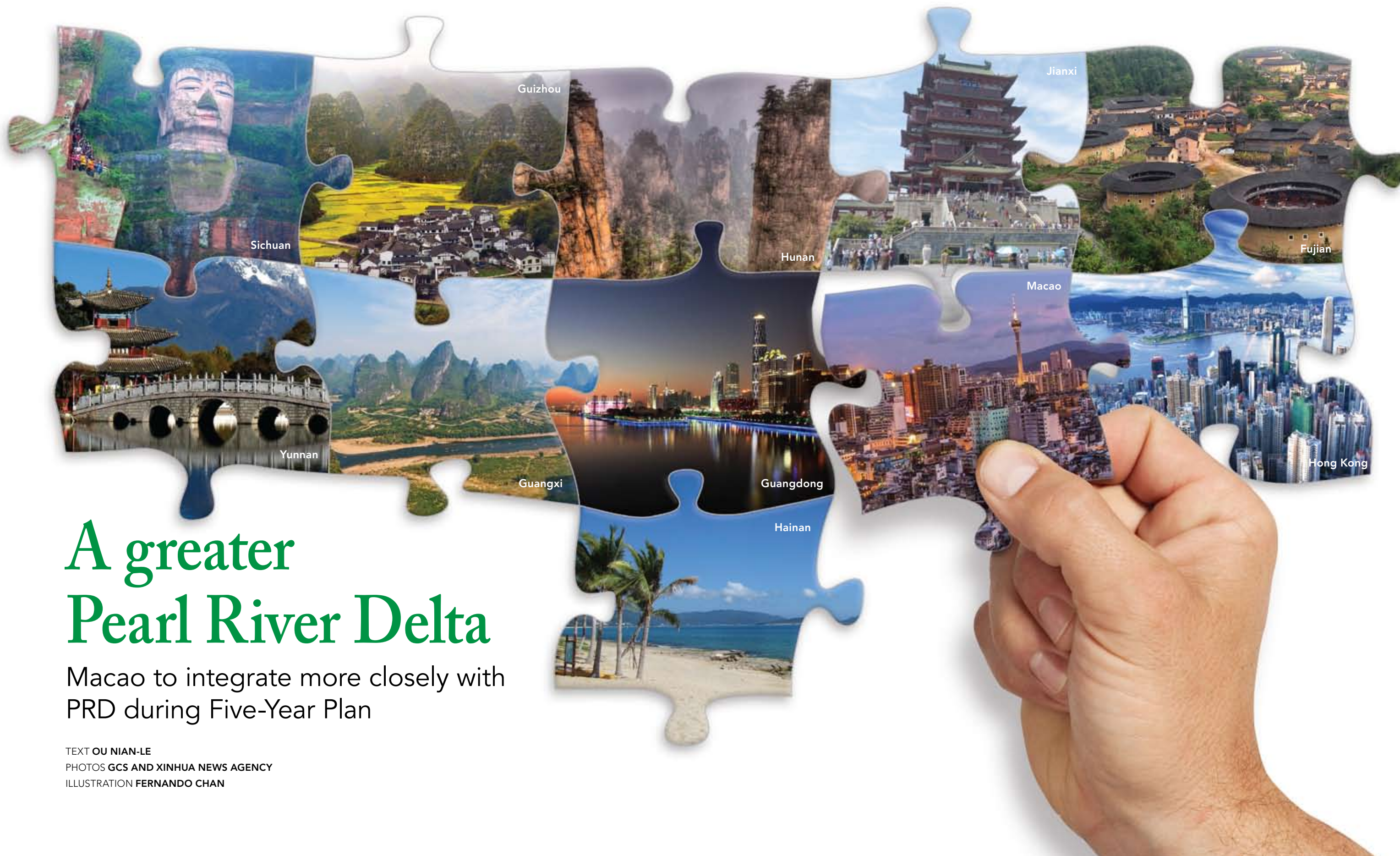
In the past few years, virtually all policy measures proposed by China regarding Macao have had one main objective: to integrate and streamline the special administrative region with mainland China. The two have been proactively working toward greater integration both within the Pan PRD itself and especially between Guangdong province and Macao.

Integration with the Pan PRD will also bolster Macao's role as an economic platform between China and Portuguese-speaking countries at a time when the "One Belt, One Road" initiative is poised to maximise Macao's international status.

In this issue, we honour the late great architect Zaha Hadid who designed the City of Dreams' fifth hotel tower, set to be completed in 2018. Also featured is the recent discovery of archaeological sites behind the Ruins of St. Paul's, a find so significant as to rewrite Macao's history in the 16th century.

GONALO C SAR DE S 
EDITOR-IN-CHIEF





A greater Pearl River Delta

Macao to integrate more closely with PRD during Five-Year Plan

TEXT OU NIAN-LE

PHOTOS GCS AND XINHUA NEWS AGENCY

ILLUSTRATION FERNANDO CHAN

During the Five-Year Plan (2016-2020), Macao will, with Hong Kong, integrate more closely with the Pearl River Delta (PRD) and nine other mainland provinces, as it seeks to consolidate its role as a world tourism and leisure centre and diversify its economy.

This is an important year in China's planning process, the first of the 13th Five-Year Plan. For the first time, Macao has also drawn up its own five-year plan, to work in harmony with the central government's plan and define its own role in the national economy.

In 2004, the State Council proposed a "9+2" strategy to create an enlarged Greater PRD zone that will cover a third of China's population and also one third of its economic output. The 13th five-year plan promulgated in March this year reaffirms the significance of the PPRD.

The increased exchanges between the two SARs will help to maintain their long-term prosperity and stability.

Also in March, Chief Executive Chui Sai On presented to the central government a "Report on the Promotion of Moderate Economic Diversification in the MSAR". It was the first master development plan for the city.

It called for the cultivation of new industries with economic potential, medium and small-size local enterprises and encouraging professionals and young people to create their own companies.

This is in addition to the SAR's long-standing goals of being a world tourism and leisure centre and a platform for commercial co-operation between China and Portuguese-speaking countries (PSCs).

"This Five-Year Development Plan outlines the city's key aspirations and a set of achievable goals," the Chief Executive said on 15th March. "Its implementation will lead Macao to further social and economic achievements."

In comments on Hong Kong and Macao at the National People's Congress in early March, Prime

Minister Li Keqiang said that both had a bigger role to play in China's economic development, according to their respective strengths. "Beijing will further develop co-operation between the mainland and the two SARs, which will promote the competitiveness of both," he said.

The 13th Five-Year Plan devotes an entire chapter to the two SARs, as with the previous five-year plan.

"We support Hong Kong and Macao to take part in the nation's two-way opening-up and 'One Belt, One Road' initiative... and (to deepen) exchanges and co-operation among the mainland, Hong Kong and Macao, in areas such as social issues, livelihood, culture, education and environmental protection," the plan said. Beijing will continue to support Macao's goal to become "the world's tourism and leisure centre," it said.

All these initiatives show that Macao's economy will become more closely linked to that of Guangdong and other mainland provinces over the next five years.

PAN PEARL RIVER DELTA

The Pan Pearl River Delta is an ambitious concept. It includes Fujian, Jiangxi, Hunan, Guangxi, Hainan, Sichuan, Guizhou and Yunnan as well as Guangdong. This plan of the State Council plans to "connect the dots" between the existing Closer Economic Partnership Agreement (CEPA) granted to Hong Kong and Macao, as part of the central government's plan to bring prosperity to the inland and western provinces, that are poorer than those on the eastern seaboard.

The document calls for speeding up of construction of the Hong Kong-Zhuhai-Macao bridge and the Guangzhou-Shenzhen-Hong Kong high speed railway, as well as co-operation between airports in the region.

"The authorities will support mainland enterprises to set up regional headquarters in Hong Kong and consolidate its role as an offshore RMB centre," it said. It will take measures to make it easier for Hong Kong and Macao residents to work and live in the mainland, it said.

"The creative industries in Hong Kong and Macao will be encouraged to participate in the mainland entertainment industry... The free trade zones in the region will implement innovative policies to boost trade and financial sector

development and deepen co-operation with Hong Kong and Macao," it said.

The maritime sector is another area for common development between Fujian, Guangdong, Guangxi and Hainan, with increased R & D spending in it.

In trade, the State Council proposed the integration of the provincial economies to create a common market, with common standards and principles. It also advocates "harmonised, commonly enforced market rules that will facilitate the free flow of goods to the mainland."

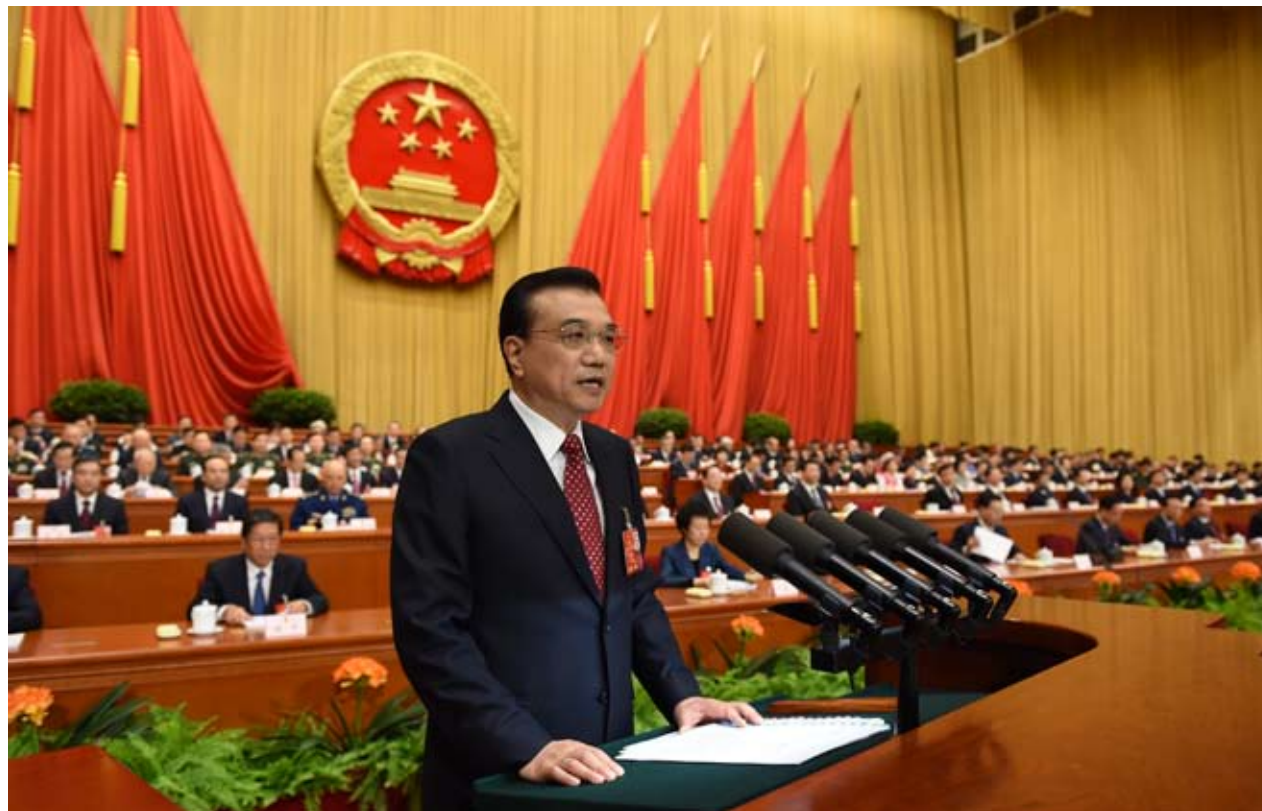
Ports within the region will be linked to a central customs clearing IT infrastructure so that goods entering will not need to undergo multiple clearance procedures.

Local market regulators will be expected to enhance data sharing, while enforcement action by the different legal systems in the nine provinces will be gradually harmonised. In addition, a unified credit database system will be established for the nine provinces.

Ports within the region will be linked to a central customs clearing IT infrastructure, so that goods entering will not need to undergo multiple clearance procedures

CHINESE PREMIER LI KEQIANG

12th National People's Congress opening ceremony



MACAO'S FUTURE

On 1st March, the SAR government presented to Beijing its plan for Macao's economy over the next five years.

"The report considers Macao's comparative advantage(s) and negative factors, especially its part in China's 13th Five-Year Plan, the 'Belt and Road' initiative and regional opportunities, to find... future opportunities."

On 15th March, the Chief Executive elaborated on the plan during a meeting with Professor Hu Angang, Director of the Institute for Contemporary China Studies at Tsinghua University. He is a consultant to Macao's Five-Year Plan and a member of the commission that drafted the national Five-Year Plan.

"Having a clear development plan spanning several years is crucial for a community and for a country," said Hu. "This view is based on my research, which compared the 20 countries in the world which had achieved the best economic performance over the past three decades."

Chui said that such a blueprint for Macao was a welcome innovation for the process of government. "One of the challenges is to develop the guidelines for each stage of the Five-Year Development Plan," he said.

He added that Professor Hu's advice was particularly important in relation to Macao's deployment of resources, setting targets and the way it co-ordinated its development with that of the whole country.

MACAO'S ADVANTAGES

Hu said that Macao's special status under the 'One Country, Two Systems' policy and its role as a free port were important advantages which the city could draw on to assist the development of the whole country.

"It can also draw on the support of other national policies in order to create fresh economic opportunities. In this way, Macao's prosperity can grow in parallel with the nation's prosperity."

"The policy of developing Macao as a World Centre of Tourism and Leisure will help the city's position in relation to the country's development," he said.

He said that economic growth on the mainland and the over 100 million visitors it exports worldwide can benefit the SAR more if the



HU ANGANG

city pushes itself to develop the tourism industry to international quality standards.

"The diversification of Macao's industries can benefit from a move toward trade liberalisation and further exploitation of Free Trade Zones," he said.

"E-commerce should be a further avenue in strengthening ties with the mainland. Last year 238 countries were involved in cross-regional trading," he said, adding that cultural industries were a priority in the course of economic diversification.

The policy of developing Macao as a World Centre of Tourism and Leisure will help the city's position in relation to the country's development, said Hu Angang

Main construction projects for the next five years include the Macao Light Rail Transit; the fourth bridge between the peninsula and Taipa; the upgrading of the Macao Refuse Incineration Plant; and construction of a new health service complex.

The plan for the SAR includes other policies – giving local residents priority in employment; investing in new and developing industries; diversifying and internationalising tourism products; improving the medical system; strengthening manpower through continued education; and improving the consultation mechanism of the government.

Hu also mentioned five key themes in the national Five-Year Plan – innovation, co-ordination, green development, opening up and sharing – all related to the existing national and local policy of "putting people first."

GUANGDONG FIVE-YEAR-PLAN

Guangdong is one of China's richest provinces and the one closest to Macao. It too has ambitious plans for the next five years; the SAR must find ways to fit into these plans.

At the end of February, the State Council approved the plan of Guangzhou, the provincial capital, to become an international trade centre and regional transportation hub with a target population of 18 million.

In approving the plan, the State Council asked Guangzhou to integrate further road, port, rail and air links with Hong Kong and Macao.

"It should use its pilot free-trade zone in Nansha to explore a new co-operation model with the two SARs," it said. The plan also calls for the Nansha FTZ to experiment with deeper reforms in its economic and legal systems, so businesses can advance the 'One Belt, One Road' strategy, which sees Guangzhou as a key hub.

CHALLENGE FOR MACAO

The national Five-Year Plan, the plans for the Pan Pearl River Delta and for Guangzhou set out clearly the economic future of the next five years.

The challenge for Macao companies, entrepreneurs and individuals is to take advantage of the opportunities presented to them.

Yao Jian, deputy director of the Central Government Liaison Office in Macao, said that, to appeal to visitors, the SAR should develop new tourist products and give them more choices.

In an interview with Macao Daily, he said that, while group tours went to fixed places, individual visitors could have a deeper experience, walking on foot, and could, for example, visit Macao University, as many go to see Harvard, Beijing and Tsinghua universities. "They can experience culture and history, they can go to hotel resorts. We should give them more, different choices."

The city should offer modernised hotels, shopping, food and performances, he said.

He also proposed greater use of the entry posts with Hengqin, to reduce the pressure on the main Border Gate and take visitors directly to sites in Taipa, so that they would not increase congestion in the peninsula.

"The central government hopes that, while maintaining the basic number of 30 million tourists (a year), the structure of visitors will gradually move toward individual travellers, meetings and family holidays. The numbers will not evidently increase but the quality, atmosphere and level of consumption will improve the interaction with Macao society. So Macao residents have a comfortable living environment – this is more important," he said. ■

PAN PEARL RIVER DELTA



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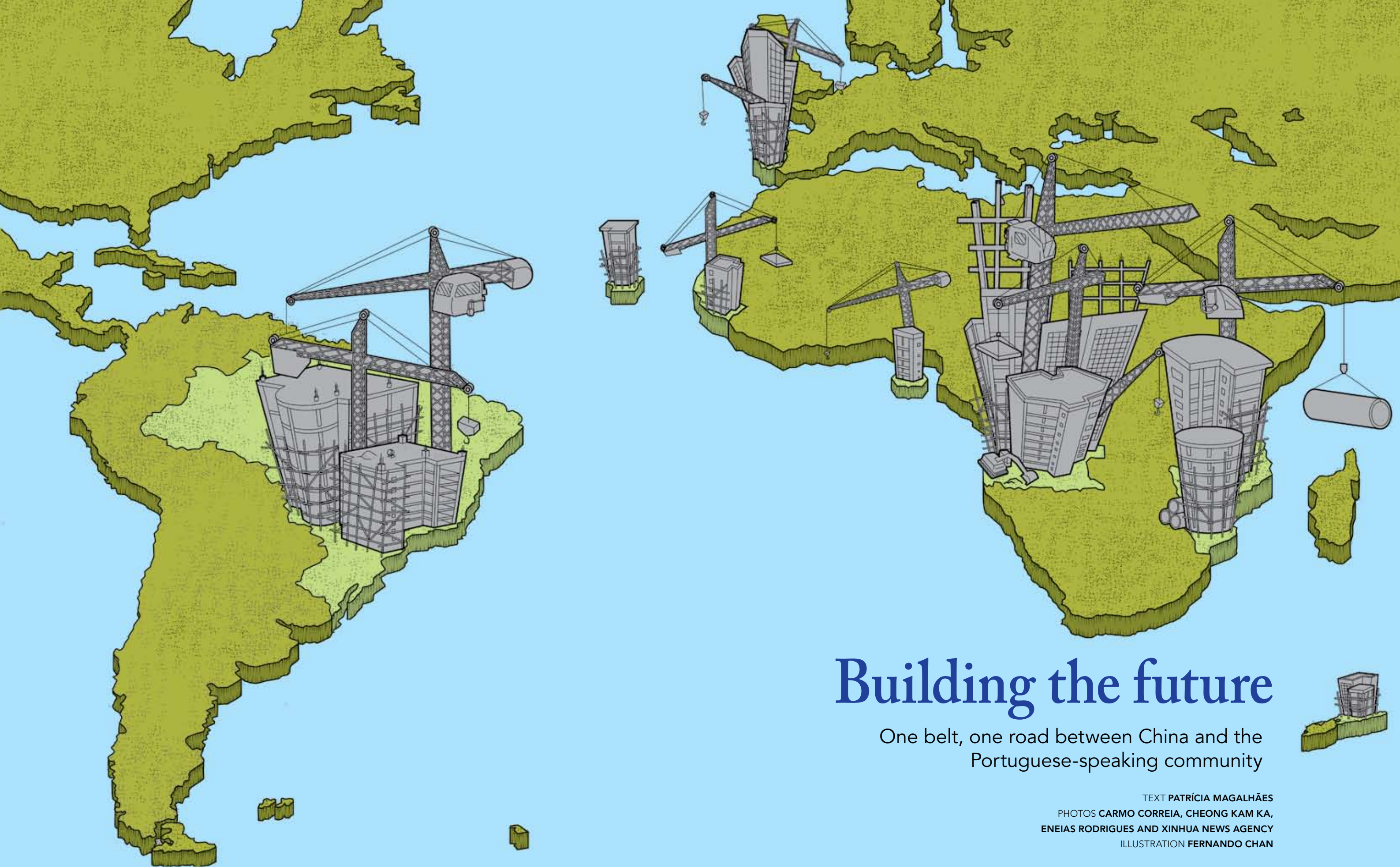
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19:00 開幕禮 Cerimónia de Abertura Opening Ceremony	17:00 中國 VS 塞爾維亞 CHINA / CHINA VS SÉRVIA / SERBIA	15:30 中國 VS 巴西 CHINA / CHINA VS BRASIL / BRAZIL
20:00 中國 VS 比利時 CHINA / CHINA VS BÉLGICA / BELGIUM		閉幕禮 Cerimónia de Encerramento Closing Ceremony

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Building the future

One belt, one road between China and the Portuguese-speaking community

TEXT PATRÍCIA MAGALHÃES
PHOTOS CARMO CORREIA, CHEONG KAM KA,
ENEIAS RODRIGUES AND XINHUA NEWS AGENCY
ILLUSTRATION FERNANDO CHAN

Saturday afternoon, 16th April: as the city of Praia basks in a perpetual warm breeze, Cabo Verde's capital rests from an intense week-long music festival, simultaneously anticipating the close of its annual Kriol Jazz Festival that same evening. Located near the centre square in the heart of the "Plateau" overlooking the city harbour and offering a 360° view of this African culture capital sits the presidential palace. Here, a more exclusive event is about to take place.

People stop in their tracks to catch a glimpse of the arriving VIPs, including the president, the prime minister and executive ministers, along with the diplomatic corps. It is a visual kaleidoscope: the glamorous red-carpet attire, the 1950's governor's car parked outside, the performance stage set for a live musical show (the pride of Cabo Verdean culture, no celebration is complete without the sounds of Cesária Évora, its queen). Amidst all this, the colonial-style palace—the night's star—still manages to catch the eye, its

bright yellow walls sparkling.

Completely refurbished outside and inside with all new furniture and facilities, the building has been upgraded into the 21st century. One member of the diplomatic corps is particularly pleased with the turnout: the Chinese chargé d'affaires, as the evening's unveiling was made possible by the Chinese government who sponsored this emblematic project to the tune of roughly 11 million USD.

Having restored this colonial building to its ancient splendor, this Chinese cooperation is additionally responsible for rehousing all major institutions, including government offices and the national assembly as well as the national library, the national stadium, and the iconic Poilão Dam.

President Jorge Carlos Fonseca is also pleased with the results of the recent collaboration. He and the new Cabo Verdean government will be hosting the next business forum between Macao and Portuguese-speaking countries in 2017, and Fonseca is confident this will be a major event.



**PRESIDENT OF
CABO VERDE**
Jorge Carlos Fonseca



MACAO INVESTMENT
Casino resort project by
David Chow

"We have had a privileged relationship with China since our independence, and our outlook is very positive. We are now expanding and diversifying our economic and financial cooperation. Forging a strong link between economic, business, and entrepreneurial cooperation is important to making this relationship even more dynamic," he asserts.

In an effort to build such a link, Fonseca "personally made a point" to attend the 2015 Forum on China-Africa Cooperation (FOCAC) in Johannesburg and met privately with President Xi Jinping. A state visit to China is also being planned.

THE FACE OF NEW CHINESE INVESTMENT

Historically, Cabo Verdeans are no strangers to Chinese investors, having interacted with Chinese traders living and conducting small businesses in the most remote parts of the islands.

These entrepreneurs integrated into Cabo Verde, even attaining fluency in the native Creole language. Small Chinese businesses are literally everywhere: lining the roadsides of the island's arteries and in the street that flows from the presidential palace to the heart of the Plateau. Now, Cabo Verdeans are encountering a new generation of Chinese investors on a different scale.

One such investment lies at the base of the Plateau on Gamboa beach and its namesake island, site of one of Praia's most recent and anticipated

projects: David Chow's casino resort. This 250 million dollar project will not only transform the capital's tourism but will also provide a major boost for a growth-hungry economy.

All this is happening during a period in which, for the first time in many years, trade between China and Portuguese-speaking countries is plunging. However, this, as Gustavo Plácio dos Santos from the Portuguese Institute of International Affairs (IPRIS) points out, has not deterred Chinese interest in countries like Cabo Verde.

At this year's forum between Macao and Portuguese-speaking countries in Guinea-Bissau (which Cabo Verde will host in 2017), a total of 11 agreements were signed, an "example that China intends to strengthen its bonds with Portuguese-speaking nations and that it recognises their economic and financial importance as well as political and diplomatic significance," according to dos Santos.

Moreover, the governments of China and Guinea-Bissau signed a joint agreement proposing new infrastructure construction, indicating that Guinea-Bissau may now be included in China's "One Belt, One Road" initiative. The terms of the agreement will consider the Buba deep-water port, the new Bissau International Airport, as well as local roads and bridges.

Guinea-Bissau thus will become China's "link between the Atlantic and West Africa," asserts dos Santos. China's commitment to Portuguese-speaking African nations, he adds, is "part of a larger strategic vision by a country that wants to benefit from being a global power."

A NEW INDUSTRIALISATION

Using the 2015 Johannesburg FOCAC as an international platform, China loudly and clearly demonstrated their support and endorsement of the African continent. Historically, China has consistently doubled its projected financing for development in Africa at each FOCAC summit. This year, however, the amount tripled. Moreover, the authorities are clearly committed to broadening trade and investment away from commodities in order to foster industrial cooperation and skill sharing.

In cash-starved Angola, China's long-time major trade partner in Africa, the recently restructured chamber of commerce aims to make the most of China's credit lines, worth 5.3 billion USD. These credit extensions have become even more vital with Angola's recent economic slowdown and will be applied primarily to joint ventures, not road or railway infrastructure.

"Confidence is the most important thing in business, and it hasn't been a present factor until now. Chinese entrepreneurs' lack of confidence for various reasons will be minimised with this restructured Chamber. Our partners have our guarantee of quality which means that they are getting married, so to speak, to people from the same church. There is no distrust here. That is fundamental in business," attests Arnaldo Calado, head of the Angolan Chamber of Commerce and former president of the national diamond company Endiama.

According to dos Santos, there are signs that China wants to move labour-intensive industries to Africa and export to countries like Angola or Mozambique to support infrastructure projects and help develop technical skills locally. But he cautions that this could be deterred by current political instability in countries like Mozambique and Guinea-Bissau and also by further economic slowdown in Angola. Chinese investments in other African nations like Ethiopia and Kenya are further down that road.

MACAO'S ROLE

Analysts acknowledge the obvious strategic diplomatic value of China investing in the Portuguese-speaking African community, investment facilitated by institutions like the Macao Forum. These Portuguese-speaking countries are divided into distinct regional areas of influence and are members of their respective regional organisations. Cabo Verde is a prime example of good governance and political and economic stability in an African nation.

"It may be the geography of these Portuguese-speaking countries that makes the community so attractive to the One Belt, One Road initiative, linking China to the Persian Gulf and the Mediterranean Sea", surmises dos Santos. China's contribution to the development of infrastructure in Africa, namely, construction of roads, ports, airports, and railways, suggests that the initiative could eventually extend further than Africa's east coast.

São Tomé and Príncipe, the site of a major Chinese-funded deep-water port to be built in coming years, is, along with Angola, a critical point in trade between the Atlantic, Africa, and the Indian Ocean despite having established any bilateral diplomatic relations. Intercontinental links are an important part of One Belt, One Road, allowing for accelerated trade between China and the African continent.

It may be the geography of these Portuguese-speaking countries that makes the community so attractive to the One Belt, One Road initiative, linking China to the Persian Gulf and the Mediterranean Sea, says dos Santos



FERNANDA ILHÉU

Fernanda Ilhéu, associate professor at the Instituto Superior Economia e Gestão (ISEG) and author of numerous publications on the relationship between China and Portuguese-speaking countries, believes that the initiative could indeed generate "new globalisation dynamics able to transform the world." The project's area of influence now comprises 4.4 billion people (roughly 63 per cent of the world's population) in 65 countries and generates around 40 per cent of global GDP.

Ilhéu agrees with Hu Shisheng, Director of the Institute of South and Southeast Asian and Oceanic Studies at the China Institute of Contemporary International Relations, asserting that the initiative is not like the Marshall Plan but a mutual undertaking. "That means the countries should come forward with projects that fit into the One Belt, One Road and New Silk Road spirit. Looking at the map, Portugal is included in the project, obviously Macao as well, and through Forum Macao, also Brazil, Angola, and the other Portuguese-speaking countries."

It is in Macao's DNA to foster relationships with Portuguese-speaking countries, and while major public and private businesses are not obliged to conduct their affairs through Macao, the special administrative region's role is to foster and facilitate them as necessary. Ilhéu points out that this could guarantee Macao an important

position in the One Belt, One Road strategy.

China's trade strategy for the 21st century largely has been a response to sudden changes in global economic trends and its own economy. The commodities markets show no signs of recovery, oil-producing countries in particular have been hit hard, and China's economy has slowed in growth in the last decade.

With the One Belt, One Road initiative, Chinese authorities expect to boost trade with over 40 countries to 2.5 trillion USD within a decade, with a 1 trillion USD public investment. The government is particularly motivating state-owned enterprises and financial institutions to invest in infrastructure and construction abroad.

"The vision," says Ilhéu, "is to create a network of free trade areas: a way for countries to link their development strategies, adding to each other's competitive advantages." The projects being developed "will mainly depend on the initiatives that countries choose in response to the goals, project frameworks, and negotiations with the Chinese government. China will work with countries on the Road in bilateral and multilateral projects. Cooperation priorities will include coordinating policies and increasing links, trade, and investment flows as well strengthening interpersonal relations."

AFTER THE SETBACK

Since the establishment of the Macao Forum in 2003, trade growth between One Belt, One Road partners has been unstoppable. Brazil and Angola have become major Chinese trading partners. But in 2014 and 2015, due to the plunging prices of commodities, trade started slowing and eventually moved into the “red”. The value of Angolan oil imports decreased as did that of Brazilian soy beans and copper.

Angola has reacted quickly, and all the talk in its capital Luanda is of diversifying the economy. Authorities have been pushing hard to maintain investor confidence in the country. One supporter

Since the establishment of the Macao Forum in 2003, trade growth between One Belt, One Road partners has been unstoppable

who has been especially active is António Luvualu de Carvalho, renowned scholar of international affairs and ambassador at large, who has tirelessly advocated for Angola in London, Washington, Lisbon, and other global capitols.

From his office in Luanda’s presidential palace, he contends that China’s approach to Portuguese-speaking nations has been “clearly positive” and maintains an unrelenting confidence in this partnership. “It’s only natural that we find some aspects that should be pursued further on both ends, but I believe quite sincerely that this frank interaction, this open relationship of mutual respect and cooperation that has been designated as win-win, is bound for growth.”

With a new silk road on the horizon as well as continued growth and diversification of Chinese investment, de Carvalho believes Macao has a major role to play. “Macao could carry on being a port of reference... trade routes in the Far and Middle East as well as those on Africa’s east coast could bring added value to opening new markets explored by the Community of Portuguese-speaking countries. The People’s Republic of China (PRC), as a major producer, could certainly use this important route to export products, machinery, technology, and of course build upon cultural relationships that should bring the great PRC and the Portuguese-speaking universe even closer.”



ANTÓNIO LUVUALU DE CARVALHO

INTERVIEWS WITH LEADING EXPERTS ON THE ONE BELT, ONE ROAD INITIATIVE



Thomas Chan, president of the Maritime Silk Road Association (Macao) and head of China Business Centre at the Hong Kong Polytechnic University

MACAO MAGAZINE: What does China want to achieve with the One Belt, One Road initiative?

THOMAS CHAN: China does not have a single purpose for the strategy. It may have several: to rectify and co-ordinate existing outbound investment projects, which have not been performing very well on their own alone; to push further investment projects to serve specific purposes. The investment in Pakistan as the first national programme under the strategy is used to strengthen the political alliance with Pakistan and support the ruling regime, to help to develop the economy of Pakistan as development aid and as a way to build up the market there for Chinese exports and investments. It also aims to stop the infiltration of terrorists into Xinjiang; use Gwadar port as a military port for China’s navy in the Indian Ocean; build an alternative pipeline to supply oil and gas to China from the Middle East; promote China’s industrial exports of nuclear power plant, coal fire, wind and solar power equipment, telecommunication networks; build up China’s overseas strength in construction and related industries. With the development of Pakistan, China wants to promote peace and development (with political and economic interests in the background) in West Asia, extending to Afghanistan and beyond, where China has already been the largest source of FDI.

It also wants to build connectivity in Eurasia and Africa to serve trade and investment purposes and achieve wider political stability in the regions of this huge landmass. Its ultimate aim is to transform the world political and economic regime from a single hegemony of the USA to a multi-polar system to provide more space for the development of China and others. Space is not just economic and political, but also social, cultural and in the realm of ideas. Each country will be free to choose its own path of development without intervention and hindrance from the superpower.

MM: How can China and other countries gain with this strategy?

TC: What China achieves and gains will probably be the same for other countries participating in the strategy, an open-ended and participatory one, not dictated by China.

MM: Can Macao play a key role?

TC: It depends on Macao itself: whether it is able to learn and re-orient and reorganise itself to use the strategy for its transformation and upgrading. Macao is a free port but nowadays it does not have sea and overland trade transport advantages. Its potential advantages are the support from the Chinese government, proximity and ties to Hong Kong and its flexibility and openness. It could develop into one of the offshore financial, education and knowledge hubs of countries involved in the strategy relying on the China factor. It needs to build up the institutions – in particular a very pro-business and well regulated offshore financial institution regime, free access to all strategy countries, including Russia, Iran and from Africa, and a knowledge-intensive learning environment. It must transform the existing infrastructure to provide lower housing cost, greater connectivity and accessibility to strategy countries and better quality of life to attract talent and firms. It could and should become an education hub for the learning of knowledge of and about the strategy and strategy countries, not for the top countries – ie not to compete in world rankings – but for the less known emergent market countries of the strategy. The strategy is poised to create a new world and open up many countries that have been neglected by the developed world. So Macao needs to learn, re-educate, bring in more talent and innovations in its institutions and meet specifically the changes unleashed by the strategy. By doing so, it could prove its competitiveness and importance to the strategy and to China.



José Luís Sales Marques, Vice President of the Maritime Silk Road Association (Macao) and President of the Institute of European Studies of Macau

Macao Magazine: Should the Portuguese-speaking countries (PSCs) be included in the Maritime Silk Road?

José Luís Sales Marques: The original Maritime Silk Road was about connecting China, Europe, and Africa through sea trade. Portugal and Macao played major and innovative roles at the very early stages of China trading with Europe and Africa.

Along with trade came religion, culture, science, and the arts, as well as interpersonal relations. That was a great boon for mankind: the exchange of commodities, knowledge, and so many other incredible things by people from such distant places via the sea, paving the way for the global maritime trade that we have today.

The 21st-century Silk Road – integrated into the One Belt, One Road (OBOR) initiative – is also about trade and investment, cultural engagement, and mutual benefit. Most of all, it is about connectivity. Its initial layout of connections starts at China's southern coast at Fuzhou, then down Southeast Asia and into the Indian Ocean reaching the Port of Mombassa near Nairobi, before heading north into the Arabian Sea and towards Europe. However, Chinese leaders have repeatedly asserted that the OBOR initiative is flexible, and former Chinese Ambassador to Lisbon Huang Song Fu has encouraged Portugal to take part.

As a matter of fact, Portugal is one of the founding partners of the Asia Infrastructure Investment Bank (AIIB) that was set up specifically with OBOR investment needs in mind. In the same vein, when officials of the Macao Special Administrative Region (MSAR) government reference the region's engagement with the Belt and Road initiative, the connection with PSCs is always there. Therefore, I believe that PSCs should and shall be part of the New Silk Road/OBOR initiative as it would benefit all parties.

MM: How would PSCs benefit? Are there many state companies within PSCs? And is this new project good for small – and medium-sized enterprises (SMEs)?

JLSM: Portuguese-speaking countries shall benefit through improving their networks both at the regional and global level. This would allow their products to reach their destinations faster and in better condition and would eventually improve their competitive edge. Additionally, the extension of the sea corridor from Mombassa down the Indian Ocean and up the South Atlantic African Coast up to Lisbon would generate new investments in infrastructure for most of the PSCs along the way as well as for roads and railways within the African continent, thereby boosting economic potential.

MM: How can the Maritime Silk Road benefit Macao?

JLSM: The Maritime Silk Road could definitely benefit Macao, but it will require a more open mentality from local businesses and a strong sense of entrepreneurship. It cannot rely solely on the goodwill of the MSAR government.

First, it opens the door for new investment opportunities in areas that, until now, were not priorities for local private and institutional investments. However, as Macao's economy continues to slow down, these new investment opportunities might come in handy.

The AIIB and Silk Road Fund's involvement with such investment projects provides extra guarantees, as the quality of those investments will have been considered carefully. It could also open doors to SMEs, particularly in the service sector.

Such SMEs would have to be very competitive in the international market and have experience in handling international clientele. ■



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Pioneer of the hospitality industry

Fanny Vong Chuk Kwan, president of the Institute for Tourism Studies (IFT) is a forerunner in training professionals to serve Macao's prospering tourism

PHOTOS LUÍS ALMOSTER AND COURTESY OF IFT

MACAO MAGAZINE: The Macao SAR government intends to transform Macao into a global centre for tourism and leisure. What implications and/or impact will this have on the Institute for Tourism Studies (IFT)? Do you share a sense of responsibility in this endeavor?

FANNY VONG: Absolutely, IFT is the leading pioneer of tourism and hospitality education in Macao, and to date, it is the most comprehensive provider of tourism and hospitality degrees and related professional programmes in Macao. It is our honour and mission to continue providing quality educational programmes to help nurture local professionals in the field of tourism who can then contribute to realising Macao's goals. We continue to be committed to internationalising our programmes to help broaden our students' horizons, providing them with a global mindset as they become future managers and leaders transforming Macao into a world centre for tourism and leisure.

MM: The number of tourists visiting Macao has grown steadily. Does IFT's enrollment follow this trend with increased student registration as the industry grows?

FV: Yes, when we were first established in 1995, our annual enrollment was around 60, while the number of registered students was 114. For the 2014/15 academic year, we numbered 1,532 students in degree programmes and 20,227 in professional training programmes. IFT has been growing concurrently with the industry, not just in terms of enrollment but also in the quality of available programmes.

MM: As IFT has been growing steadily every year, what specific areas of growth are you focusing on?

FV: We hope to offer postgraduate programmes as soon as the revised Higher Education Law is passed. There is an urgent need for IFT to extend beyond its current portfolio of bachelor programmes. Macao needs an army of well-educated and well-trained professionals stationed throughout all ranks of the tourism and hospitality industries. We also need to continuously maintain, and even exceed, the benchmarks we have established by keeping abreast of new trends and best practices in higher education and professional training.

Macao needs an army of well-educated and well-trained professionals stationed throughout all ranks of the tourism and hospitality industries

MM: What are the main advantages for IFT with the new installations on Taipa? Who will be staying on Mong-Há campus?

FV: With the handover of the East Asia dormitory hall, the staff quarter building, as well as two laboratories of the University of Macau's old Taipa campus, the Institute is better equipped to offer more quality programmes and professional courses addressing the changing industry environment.

Currently, Year 1 and Year 2 students enrolled in bachelor degree programmes and some faculty members as well as some professional training participants are staying on Mong-Há campus. It is expected that all bachelor degree students and faculty members will move to Taipa campus within two to three years while practicum and professional training will remain on Mong-Há campus.

MM: It is said that COTAI is currently to the biggest absorber of Macao's labour force. What is your opinion? Is Macao prepared to respond to the new hotels opening in 2016 and 2017?

FV: We believe the education sector (including high schools and universities) will do its best to prepare local residents for the development of Macao, which includes development in the hotel sector.



MM: IFT offers a myriad of courses related to the tourism sector. Are there any particular trends in course enrollment?

FV: Looking at admission statistics from the past five years, of the six majors that IFT offers, Hotel Management and Tourism Event Management are the most popular. This is likely due to the expansion of the hotel industry in the past decade, which then triggers an expansion in the event industry. Students are highly optimistic about career prospects in these two sectors. Due to their popularity and to adequately address industry needs, IFT has introduced evening programmes for these two majors, which has been well received. To gauge post-graduation employment success, IFT conducts a career placement survey every year. Most graduates find employment shortly upon graduation, and on average, more than 70 per cent find placement within the tourism and hospitality sectors.

Most graduates find employment shortly upon graduation, and on average, more than 70 per cent find placement within the tourism and hospitality sectors

MM: What about internships? Do students prefer to stay in Macao or study abroad?

FV: Most of our students choose internships based in Macao as there is a good variety of opportunities available locally. Additionally, local internships also give students a head start in establishing connections with our local industry partners for future career development. But we always encourage students to venture abroad to expand their horizons by offering overseas internship scholarships, and every year about 15 per cent of our students participate. Popular destinations in recent years include New Zealand, the Maldives, and Thailand. Over 500 companies worldwide such as The Starwood Hotels and Resorts Worldwide, Inc, Hyatt Hotels Corporation, Mandarin Oriental Hotel Group, LVMH Moët Hennessy – Louis Vuitton and so forth offer internship opportunities to our students.

IFT also offers a range of exchange opportunities in collaboration with our partner schools worldwide. Our students have been to Austria, Portugal, Japan, the United States, and the United Kingdom, among others. IFT’s international network covers 97 organisations and institutions in 28 countries and regions.

MM: It has been suggested that it is hard to find qualified personnel to fill high-level positions. Do you see IFT graduates assuming important roles in the tourism business?

FV: Our employment survey (1995–2012) completed in 2014 shows that quite a number of IFT graduates are now established in senior and managerial positions in the industry.

Of the 20 respondents employed at the executive level, 75 per cent are self-employed.

15 per cent of the graduated class of 2011–2012 held mid-level positions, whereas 62 per cent in 2006–2010 held mid- or senior level, 77 per cent in 2001–2005 also held mid- or senior level and 26 per cent in 1995–2000 held positions at the executive level or above. The median salary over 13 years decreased: In 1995–2000, 2001–2005, 2006–2010, 2011–2012 graduates received 38,800, 30,900, 23,400 and 18,000 patacas respectively. ■

IFT – FACTS AND NUMBERS

- Total number of bachelor degrees and higher diploma graduates: 5,971
- IFT currently offers eight 4-year degree programmes and two 2-year diploma programmes.
- For the 2015/16 academic year, the student body represented 22 different nationalities, and the faculty 18 countries and regions.
- Pousada de Mong-Há and the Educational Restaurant offer our students unique on-hand practical training from professionals in an environment similar to that which they might work post graduation. Guests at the hotel and restaurant can enjoy top-quality service and food without paying government tax and service charges.
- Pousada and its restaurant have been recommended in the Michelin Guide since 2009. Pousada has consistently won TripAdvisor Travellers’ Choice Awards since 2011, and it was ranked 12th out of the top 25 small hotels in China in 2016. Additionally, Pousada was awarded the Macau Green Hotel Gold Award organized by the Macau Environmental Protection Bureau in 2013. In 2015, Pousada hosted 5,426 guests from all over the world.



**NEW
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An air bridge of Macao

Air Macau, with over two decades of experience, develops markets in China and Asia

TEXT MARK O'NEILL
PHOTOS ANTÓNIO SANMARFUL
AND CHEONG KAM KA

In March this year, Air Macau added a new route to the Japanese city of Fukuoka as part of its plans to expand in Northeast Asia and develop the mainland and Asian markets, chief executive officer Chen Hong said in an interview.

2015 was a mixed year for the company, overall the number of passengers in 2015 rose eight per cent from a year earlier to 2.37 million, while post-tax profits were 34.05 million patacas.

"There was a change in the structure of our passengers," said Chen. "The number of high-paying passengers fell rapidly. The number of ordinary passengers grew, showing that there is potential for growth." In the first two months of 2016, the number of tourists using Air Macau increased by 36 per cent from the same period last year.

According to statistics from the Macao Government Tourism Office, 30.71 million visitors came to the city in 2015, a fall of 2.6 per cent from 2014.

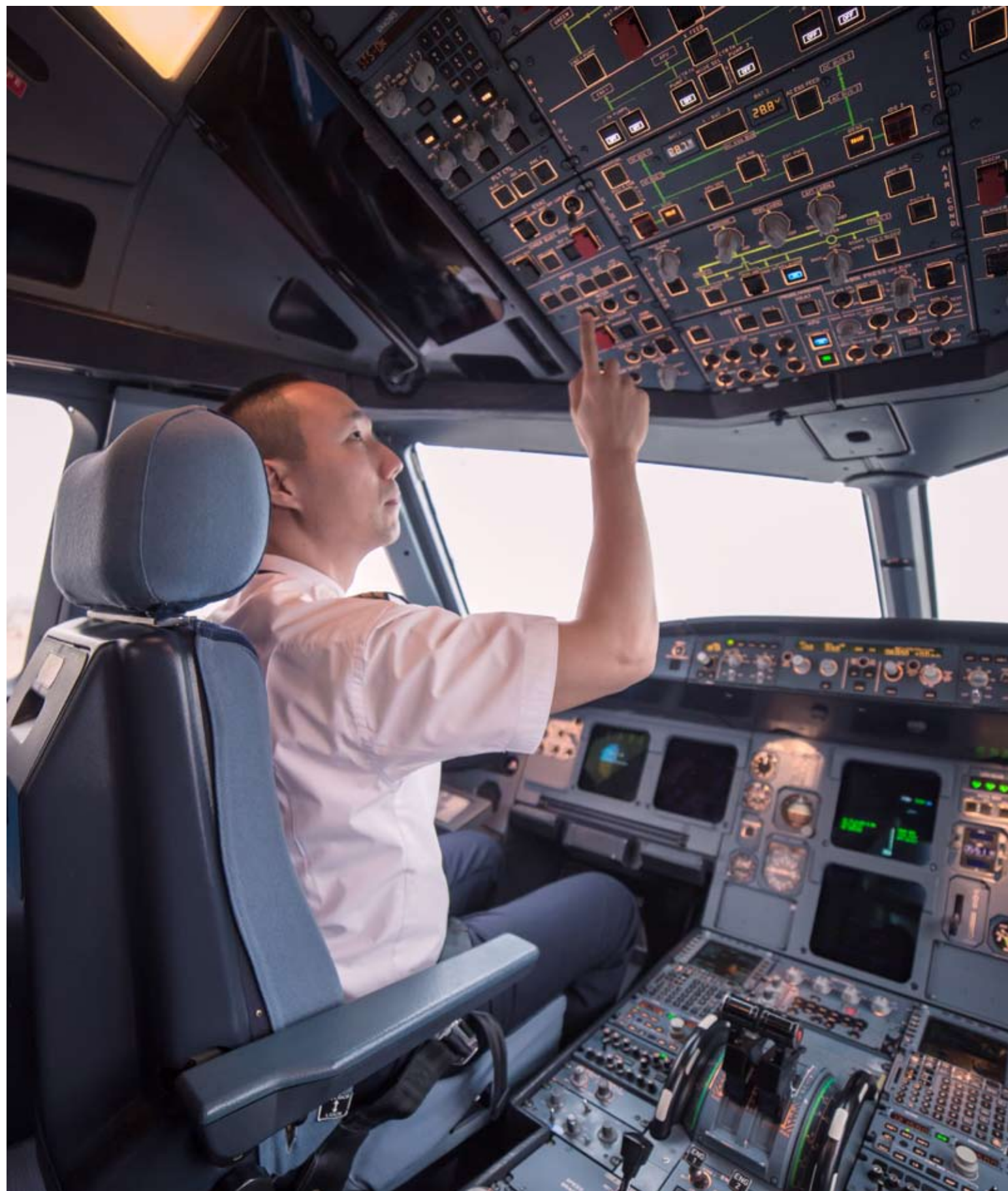
HISTORY

Air Macau was founded in September 1994, with its maiden flight to Beijing on 9th November 1995. It is a regional carrier with its head office and base in Macao.

It serves 23 routes, including Beijing, Tianjin, Shanghai, Chongqing, Chengdu, Shenyang, Zhengzhou, Taiyuan, Nanjing, Hangzhou, Ningbo, Hefei, Nanning, Xiamen, Taipei, Kaohsiung, Tokyo, Osaka, Fukuoka, Seoul, Bangkok, Hanoi and Da Nang.

It has more than 1,200 staff from 35 countries and places, with English and Chinese as its working languages in meetings and company documents.

In the first 13 years of its life, it played a special role in flying people between the mainland and Taiwan at a time when there were no direct flights. Passengers flew from Beijing, Shanghai and other mainland cities, had a brief stopover in Macao airport and then took a second plane to fly to Taiwan.



Last year Macao airport handled a record 5.8 million passengers, up 6.4 per cent.

Demand remains strong, which is good for all airports in the PRD, said Chen Hong, CEO of Air Macau

In 2008, direct flights began over the strait. Air Macau lost 60 per cent of its transit passengers; this was a very big challenge to the operating model of the airline, with a big loss in income, resulting in heavy losses. With strong support from the Macao Government, the Central Government Liaison Office and the Air China group, Air China led a restructuring of the shareholding structure and helped Air Macau out of its difficulties. At the end of 2011, there was a second restructuring of the capital. The SAR government increased its share of the capital; Air China reduced its share from 81 per cent during the first restructuring to 66.9 per cent.

In 2010, the airline returned to profitability and has remained in the black since then, for six years in a row.

In 2008, Air Macau started to change its market and business model, from being a transshipment centre between the two sides of the Strait to a 'point-to-point' market with Macao at its centre, as a city of tourism, leisure and entertainment.

The value of its assets rose five-fold between 2008 and 2014. This period reflected the dramatic growth of Macao as a tourist destination. Last year, the city attracted 30.71 million tourists, of whom two thirds came from the mainland.

Air Macau accounts for 40 per cent of the flights and 40 per cent of the passengers at Macao airport.

COMPETITION

In the Pearl River Delta, there are five major airports within a radius of less than 200 kilometres. They are Hong Kong, Shenzhen, Guangzhou and Zhuhai, in addition to Macao.

“I see this as both competition and co-operation,” said CEO Chen. “Over the last several years, there has been fast growth at all the PRD airports. Last year Macao airport handled a record 5.8 million passengers, up 6.4 per cent. Demand remains strong, which is good for all airports in the PRD.”



CHEN HONG

The Chinese aviation market is the fastest growing in the world. According to the annual work meeting of the Civil Aviation Administration of China (CAAC) in December, the industry has its most profitable year ever in 2015, with a total profit of 54.76 billion yuan in the first 11 months of the year, up 76.2 per cent over the same period in 2014. Passenger traffic had grown by an average of 10.4 per cent a year for five years, with the industry’s accumulated total profits for the five years reaching 180 billion yuan, more than triple the amount in the previous five years.

The CAAC said that the industry’s target for 2016 is to transport 485 million people, up 10.7 per cent on 2015, and 6.8 million tonnes of cargo, up 8.3 per cent.

There is also competition for pilots. “In the Asia-Pacific region, supply cannot meet demand,” said Chen. “In North America and Europe, the situation is not so tight. When we recruit, we advertise worldwide. We mostly hire from Europe and America. In future, we will increase the training of our own pilots.”

“From the beginning, Air Macau has been a company of many nationalities and cultures, like Macao itself. We are very accustomed to this. It poses no problem to our management.”

From the beginning, Air Macau has been a company of many nationalities and cultures, like Macao itself. We are very accustomed to this. It poses no problem to our management, said Chen



AIRCRAFT

Air Macau now has 17 aircraft, all Airbuses. The newest arrival is the “Taipa” which flew from Toulouse to Macao on January 29 this year and entered the fleet.

“The time to use a plane is decided by the company management. An old plane is like an old car. It requires more maintenance and the costs go up. We will do an evaluation. The average age of the planes in the Air Macau fleet is 6.6 years.

“I am an engineer by training, with a background in maintenance. Our standards are extremely strict, for maintenance and training of staff.”

He said that the company’s strategy is to buy new planes to replace old ones. “This year we will go up to 19 and then down to 18 at the end of the year.”

All the planes in the fleet are from Airbus. This makes it more convenient for the maintenance staff and the pilots, to use models made by the same manufacturer. “We are a middle-size company. If you do not have a certain scale (30-40 planes), you do not consider a second kind of plane. It would lead to a fall in efficiency and service and a diffusion of management.”

He said that there were no basic differences between Airbus and Boeing models. The technology and engineering are basically the same.

There are three different financing models. One is an outright purchase of an aircraft. The second is to buy it in instalments, like buying a house, using the plane as the asset. The third is to lease it from a third party.

“Very few companies do the first option. Before, we took the third option, leasing a plane. Now we choose different options. This is decided by the flexibility and cost of capital,” Chen said.

STRATEGY

Looking ahead, CEO Chen sees development of the mainland and Asian markets, bringing more visitors to and from Macao and serving as a transit centre for passengers from Northeast and Southeast Asia.

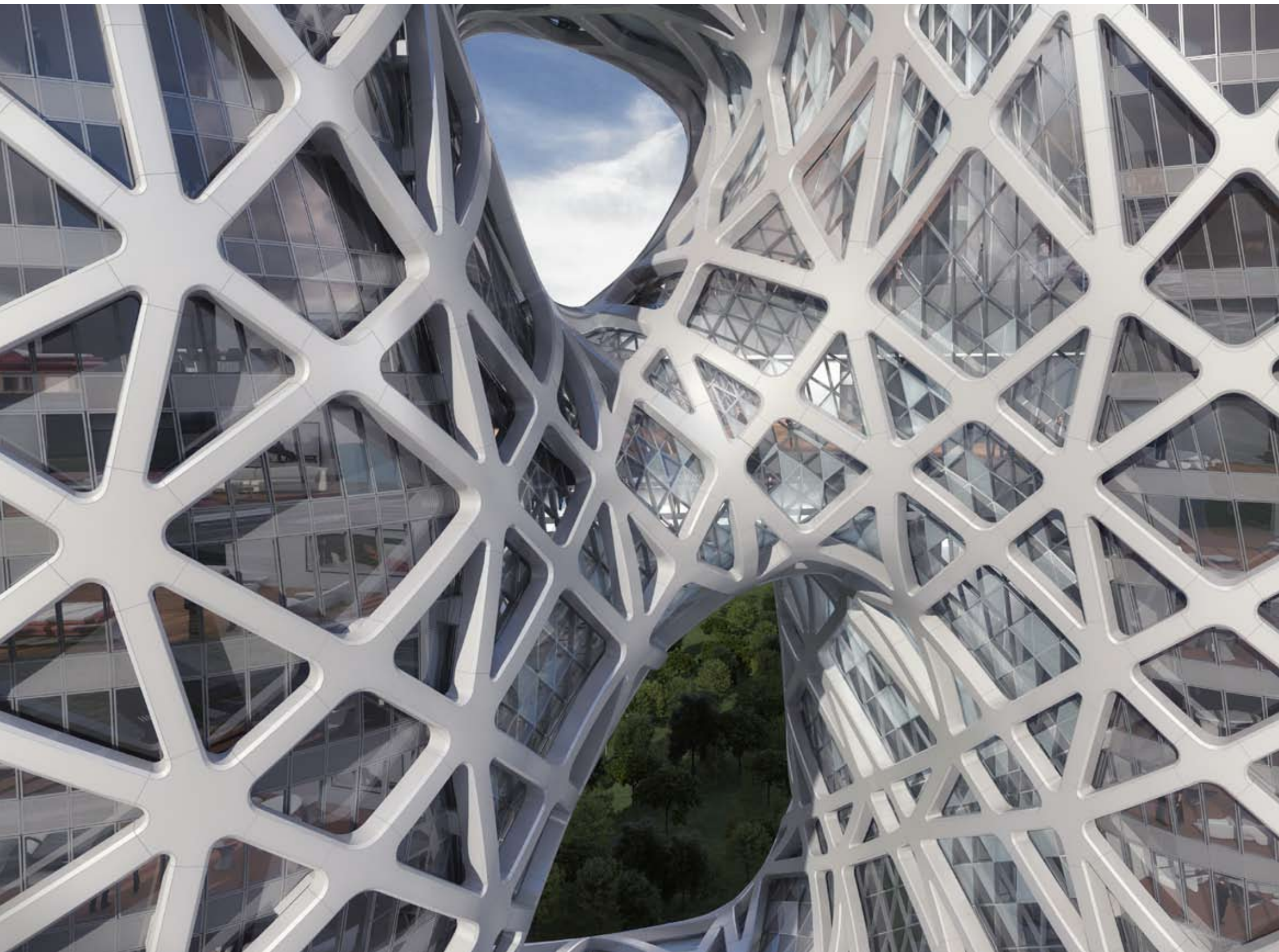
“Of our passengers, more than 50 per cent are from the mainland. Passengers choose our company because of our security, safety, promotion activities, tourism products, the attractiveness of Macao and their curiosity towards it. This demand in the mainland market will continue to grow in the future.

“Macao is growing and developing as a tourist destination. We hope that we can play an important role in this,” CEO Chen said.

The SAR government has declared as its objective making the city a world centre of tourism, leisure and entertainment.

Air Macau has a key role in this, to bring visitors not only from the mainland but from all over Asia. Currently, it flies twice a day to South Korea: once a day to Tokyo and Osaka: three times a day to Bangkok: five times a day to Taiwan: and once a day to Hanoi. On March 28, it also opened a new route, flying to the Japanese city of Fukuoka.

Chen also wants to develop Macao Airport as a transit point between the mainland and Northeast and Southeast Asia. ■



Radical genius

Zaha Hadid leaves
indelible mark on
Macao's skyline

TEXT MARIANA CÉSAR DE SÁ
PHOTOS CHEONG KAMKA, HUFTON AND CROW
PHOTOGRAPHERS (GALAXY SOHO), IWAN BAAN
(GUANGZHOU OPERA HOUSE), VIRGILE SIMON BERTRAND
(DONGDAEMUN DESIGN PLAZA AND JOCKEY CLUB
INNOVATION TOWER) AND COURTESY OF
MELCO CROWN ENTERTAINMENT

The late, great architect Zaha Hadid, also known as the “Queen of the Curve”, will soon posthumously change Macao’s architectural landscape. With the construction of the fifth hotel tower at the City of Dreams (COD), a six-year venture set to be completed in 2018, Macao’s skyline forever will be graced by the work of one of the most revolutionary modern-day architects and leaders of our era.

Hadid passed away on 31st March 2016, at the age of 65, leaving behind an indelible imprint upon the world of architecture. “She has added an enormous amount of language to architecture. She’s defined shapes that we never thought we could do; we never thought any architect could do,” said Sir Peter Cook, the English architect, lecturer, and writer.

The Iraqi-British mathematics graduate

moved to London from Beirut in 1972 to study at the Architectural Association in London. In 1980, she established her London-based practice Zaha Hadid Architects (ZHA) with a staff of only ten. Today, her practice—now over 400 strong—has worked on over 950 projects in 44 countries.

Hadid’s achievements are vast and groundbreaking. In 2004, she was awarded the Pritzker Architecture Prize, making her the first woman to receive one of the world’s most prestigious architecture awards. She won consecutive Stirling Prizes in 2010 and 2011, and in 2015 she received the Royal Gold Medal, bestowed by the Royal Institute of British Architects in recognition of her substantial contribution to international architecture. She was the first woman to receive such an honour. In 2012 she was made a Dame Commander of the Order of the British Empire.

Hadid has garnered an international reputation for her geometrically-liberated and innovative masterpieces, one of which will soon join the ranks of Macao’s high-profile architectural projects, which include the Macao Science Center designed by Pei Partnership Architects in association with I. M. Pei, Rocco Yim’s Galaxy Starworld Hotel, MGM Macau designed by Wong Tung & Partners, and Manuel Vicente’s World Trade Center. For Hadid’s vision to be realised here in Macao is an enormous privilege.

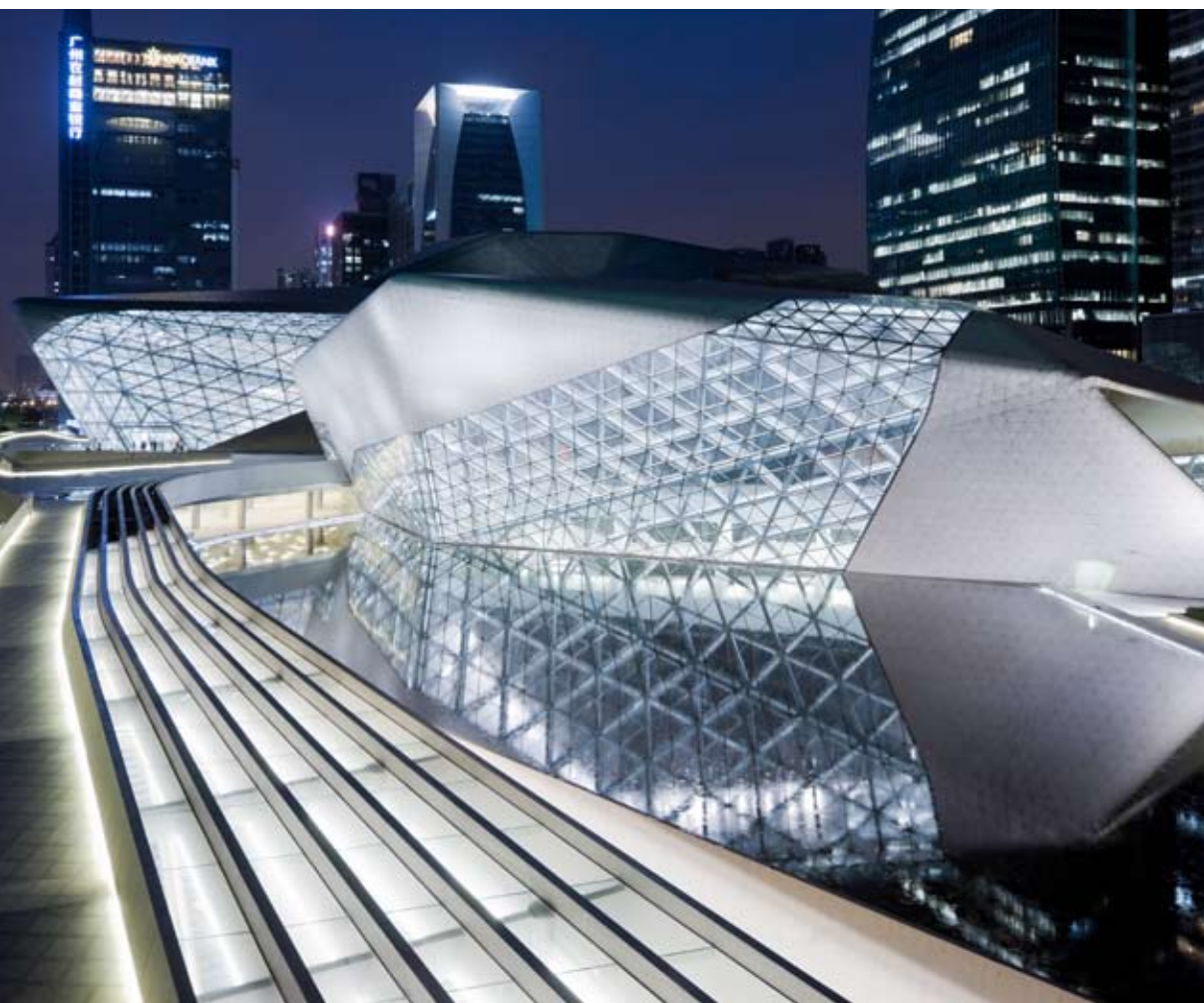
AN ICONIC LANDMARK FOR COTAI

In 2012, Lawrence Ho, current Chairman and CEO of Melco Crown Entertainment, contacted ZHA to design COD’s jewel tower: an integrated entertainment resort. “[I have been] long impressed by the late legendary architect Dame Zaha Hadid’s unique insight on modern architecture and her aspirations in architectural design. The management team is singularly

honoured to have [her design] the fifth tower of the City of Dreams,” says Ho, a prominent developer, owner, and operator of casino gaming and entertainment resort facilities in Asia.

“Ho was very clear in his direction and ambition for the project. The new hotel is expected to further strengthen the brand’s identity and Melco’s leadership in the premium market segment,” asserts Jaya Jesudason, Melco’s Executive Vice President of Construction and Design.

The fifth hotel tower, the company’s flagship property in Cotai, is designed as a singular sculptural element: mysterious and intriguing, its composition defies traditional architectural typologies. A series of voids is carved into a single entity to create a complex form reminiscent of an abstract figure 8 or double loop. The rectangular outline of the building is fashioned as one monolithic block with the voids sculpting a fluid continuum of walls and ceilings. The exposed exoskeleton mesh structure punctuates this archetype of neo-futurism.



GUANGZHOU
OPERA HOUSE
Guangzhou, China



ZAHA HADID



1



2



3

Spanning 39 levels, the tower's lower three levels are connected directly to the surrounding COD podium and will host public functions and house a casino floor. The entrance of the hotel ushers guests directly into the atrium, a 35-metre-high space rising into the voids above. This new tower will house approximately 780 guestrooms, suites, and villas with the capacity to cater events of 800.

"The initial design for the fifth hotel was mainly responding to two sets of constraints: a limited footprint and client requests for a higher quantity of varied programming. ZHA has taken on the challenge of designing an innovative building structure: multiple vistas, vertical atria, a stringent response between design and structure are key elements of Zaha Hadid Architects' repertoire," explains Viviana Muscettola, Senior Associate at ZHA and COD hotel tower project director.

With Macao's abundant culture and diversity, Ho claims that he has always wanted to build something unique in and for the territory and is thrilled that Hadid and her team could realise this vision. Ho believes that "the new hotel is expected to greatly contribute to local tourism development through its enhanced cultural and visual landscape."

Muscettola echoes Ho's hopes: "The new hotel will become a strong presence and statement within the COD site as well as an urban reference for the Cotai Strip, an area which has seen interest from a series of new developments and for which the new hotel will become a new iconic identity."

The architectural designs of COD's fifth hotel tower are already complete and the building is well under construction. Upon completion in 2018, it will be one of the world's most notable architectural works and will infuse cutting edge modernity into Macao's skyline, firmly securing the territory's place on the global architectural stage.

1. RENDERING OF FIFTH HOTEL TOWER

2. FIFTH HOTEL TOWER UNDER CONSTRUCTION

3. LOBBY ATRIUM

Find out more
about the project
by scanning here





GALAXY SOHO Beijing, China

ASIA'S CONTEMPORARY HERITAGE

For years, Hadid was one of the main architects shaping China's landmarks and cityscapes.

In an April 2014 interview with the South China Morning Post, she asserts, "China became the land of opportunity; I think they are not scared of experimentation. People were always misunderstanding that and always imposing certain ideas on China. But it's an incredible thing:

I think it will go down in history as an amazing moment, the same way they built America."

One of her most famous projects is the Guangzhou Opera House completed in 2010 and costing approximately US\$200 million. The opera house's main auditorium holds 1,804 seats with the smaller 443-seat multifunction hall designed for more intimate performance art, opera, and concerts.

Another work, the Galaxy SOHO building in Beijing completed in 2012, is the biggest shopping

mall in Beijing. Despite being a commercial landmark, it is also one of the country's most controversial structures, with critics claiming that the mall has contributed to the destruction of China's architectural heritage.

As with many of history's pioneers and visionaries, Hadid is a complicated heroine. Her politics and projects may not agree with everyone, but her achievements are undisputed and she has left behind a legacy that will inspire generations to come.

China became the land of opportunity; I think they are not scared of experimentation, said Zaha Hadid



“ZAHA IS IN THE DNA OF ZAHA HADID ARCHITECTS”

ZHA has 36 ongoing projects in 21 countries either already under construction or in the detailed design and development phase. In Asia, these projects include the new Beijing Airport Terminal Building in Daxing, China, the Sleuk Rith Institute in Phnom Penh, Cambodia, and the Danjiang Bridge in Taipei, Taiwan.

“Zaha is in the DNA of Zaha Hadid Architects, and everyone at ZHA is fully committed to continuing on this path and delivering fantastic projects. She continues to drive and inspire us every day, and we work on as Zaha taught us—with curiosity, integrity, passion, and determination—finding solutions to the defining challenges of our era,” asserts Muscettola. ■

ZHA has 36 ongoing projects in 21 countries either already under construction or in the detailed design and development phase

DONGDAEMUN DESIGN PLAZA
Seoul, South Korea

The new hotel will become a strong presence and statement within the COD site as well as an urban reference for the Cotai Strip, says Viviana Muscettola

The Jockey Club Innovation Tower, a Hong Kong Polytechnic University building completed in 2014, is Hadid's first permanent work in Hong Kong. The structure's design promotes a multidisciplinary environment by connecting the various programs within the School of Design, where students, staff, and visitors integrate seamlessly throughout 15 levels of studios, workshops, labs, exhibition, and event spaces.

Dongdaemun Design Plaza (DDP) in Seoul, South Korea, a major urban development landmark completed in 2014, cost US\$450 million—nearly 3 per cent of the city's annual budget. Designed as a cultural hub, it is renowned for its 24-hour shopping and cafes and serves as the newest and most iconic landmark of South Korea's design industry.

**JOCKEY CLUB
INNOVATION TOWER**
Polytechnic University, Hong Kong





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29 April - 21 May



USJ
Other Plans
architecture students
graduation projects
27 May - 18 June



Sofia Arez
Transient
painting exhibition
23 June - 23 July

Macao beneath the surface

Macao's largest archaeological excavation of blue-and-white porcelain has revealed the city's prosperity as an export centre more than four centuries ago

TEXT MARK O'NEILL

PHOTOS CHEONG KAM KA, SIO IN LEONG AND
COURTESY OF THE CULTURAL AFFAIRS BUREAU OF MACAO



To better understand the scope of St Paul's Church and the adjacent St Paul's college, the Cultural Affairs Bureau of Macao invited the Institute of Archaeology of the Chinese Academy of Social Sciences to conduct an archaeological project entitled "St. Paul's College Ruins Archaeological Investigation and Excavation Project."

Six years of archaeological work behind the ruins of St Paul's have unearthed thousands of pieces that give us a new understanding of the booming commercial life in Macao during the late

Ming and early Qing periods.

The work began in 2010 at the Rua de D. Belchoir Carneiro N.16-22 and has been going on uninterrupted since then.

"The main things we discovered were bowls, dishes and other items used in daily life," said Harold Kuan Chon Hong, a senior technician in the department of cultural heritage at the Cultural Affairs Bureau (IC). "They show us that, at that time, Macao was a flourishing trade centre from which Chinese goods were exported to the world."

EXCAVATION PROJECT

The site is located next to the Ruins of Saint Paul's



The Portuguese began to settle in Macao in the mid-16th century, during the last century of the Ming dynasty. It was overthrown by the Manchus, who established the Qing dynasty in 1644. Numerous pieces of construction materials such as tiles and bricks and ceramic pieces were excavated. Of these ceramic pieces, there were thousands of pieces of blue-and-white porcelain artifacts, including "Kraak" porcelain for export sale.

It was estimated that these items were manufactured in the late Ming and early Qing Dynasties. "Kraak" porcelain manufactured in the period from the late Ming to early Qing Dynasties of China was a new line of export product at the time. Its patterns and motifs are unique, characterised by the continuous ring of "reserved panels" around the central painting.

"Chinese products, especially tea, silk and porcelain, were in great demand among foreign buyers, including in the west and Southeast Asia," Kuan said in an interview. "Macao was one of China's most important export points at that time. We believe that most of what we discovered were items destined for export. A small portion might have been used by wealthy foreign residents of Macao."

"Most of the pieces we found were imperfect. They are broken or have flaws. Only one or two are in perfect condition. Tea and silk degrade, so that we did not find remains of them. What we found were drinking bowls, dishes and other items used in daily life, mostly porcelain," he said.



BLUE AND WHITE "KRAAK" KENDI IN THE SHAPE OF AN ELEPHANT'S HEAD



BLUE AND WHITE PORCELAIN WITH FRUITS AND FLORAL MOTIF



BLUE AND WHITE PORCELAIN



BLUE AND WHITE PORCELAIN PLATE



BLUE AND WHITE PORCELAIN SAUCER WITH THE MOTIF OF A PLAYFUL CHILD

ARTISTIC IMPORTANCE

“It has great artistic meaning. The pieces tell us what was beautiful and popular at that time and what designs the foreigners liked. There are birds, plants and paintings of Chinese children,” said Kuan.

“We have been able to identify the pieces from Jingdezhen in Jiangxi province, one of the most important centres of porcelain production in China. The quality of its pieces is very good. It is famous for the whiteness of its pieces. There is a bowl used by Muslims to wash their hands before they say their prayers,” he said.

He said that the pieces are also useful for historical reference, to compare to what has been discovered elsewhere.

“They show us the history of Macao. For this, we need not only written documents but also physical objects. They are very accurate as evidence of history and show us the prosperity of the city at that time,” he said.

From 26th September 2014 to 11th January 2015, the Department of Culture of Guangdong Province, the Home Affairs Bureau of the Hong Kong Special Administrative Region (S.A.R.) Government and the Cultural Affairs Bureau of the Macao S.A.R. Government organised a travelling exhibition titled “Historical Imprints of Lingnan: Major Archaeological Discoveries of Guangdong, Hong Kong and Macao”, to make known the successes of the archaeological works held in Guangdong, Hong Kong and Macao and showing the results of the three regions’ joint efforts within the context of cultural cooperation meetings.

The exhibition showed some of the archaeological finds in the Ruins of St. Paul’s College. The government has made no decision on whether to build a permanent museum to show the pieces.

Between 1990 and 1996, the colonial government organised archaeological excavations at a different site on the ruins of St Paul’s; it was conducted by Portuguese experts. After five years of work, they created the Museum of Sacred Art where some of the pieces are displayed.

CHALLENGES

Kuan said that the greatest challenge in the project was the abundance of the materials and how to handle them correctly.

“This is the archaeological site where the most blue-and-white porcelains have been excavated so far in Macao, with several thousand pieces. The challenge is how to catalogue, record and photograph them and arrange everything in the correct way. We must examine the different characteristics of each piece and find out which were together.”

“We must date the pieces. In some, we found writing below, which refers to an emperor and his era. The porcelain fragment shows part of its foot ring. It is interesting to note that two manufacturing dates are inscribed over one another at the base. It is assumed that the new reign mark, a six-character calligraphic inscription that reads ‘Made in the Tianqi reign of Ming Dynasty’, was simply written over the first reign mark, ‘Made in the Chenghua reign of Ming Dynasty’. The actual manufacturing date is most likely in the later years of the Tianqi reign, Ming Dynasty. The fragment shows that some of the blue-and-white porcelain wares were intentionally inscribed with a date earlier than its actual production date,” he said.

This is the archaeological site where the most blue-and-white porcelains have been excavated so far in Macao, with several thousand pieces. The challenge is how to catalogue, record and photograph them, said Harold Kuan

The work involves both digging on site and examination and research indoors. During the summer, Macao has heavy rains; “if they are not too severe, we can continue the work. The longer time will be spent working indoors.”

He said that he could not estimate when the project would be completed because they had to work meticulously. “Our superiors support us in our work. We have our own pressure. This is so important to the history of Macao.”

During the first two years, between 2010 and 2012, the work was conducted jointly by staff of the IC and of the archaeology division of the China Academy of Social Sciences in Beijing.

“We complemented each other,” said Kuan. “They were very experienced in this field and helped us, while we had the local knowledge. They gave us advice and guidance. After 2012, we continued to exchange ideas and opinions through e-mail.”

SEVEN YEARS IN NANJING

Since his childhood, Kuan wanted to go into archaeology. He was blessed with parents who did not oppose his choosing a career out of the mainstream.

He was born in Macao into a modest family. His father was a driver and his mother made shirts in a textile factory. “They were very open-minded and let me decide my own future. My younger brother works in the social welfare field, helping handicapped people.”

His parents supported his decision to study archaeology at the University of Nanjing, capital of Jiangsu province. He spent a total of seven years there, including a four-year foundation course and a three-year masters degree.

The city of Nanjing is abundant in history. It served as the capital of several dynasties, kingdoms and republican governments until 1949.

Kuan’s course involved long periods of field work in remote areas where young people from the cities rarely go.

“This included six months in rural Jiangsu and Hubei. The Hubei site was a remote village in the mountains. We stayed in the homes of farmers who rented rooms to us. Living conditions were not good. There were no inside toilets, so they had to make one for us. It was not convenient for the lady students.”



HAROLD KUAN

The homes had no heating, so the students had to wrap themselves in heavy clothes. “There was electricity but no Internet. We could use our mobile telephones and there was a telephone in the home of the farmer. In Macao, the nearest supermarket is a few minutes away; there, it was an hour by road. The diet was simple, with vegetables and thin slices of meat.”

The students did not eat together with the farmers. "We returned home late, very tired, and ate on our own. I understood about 50 per cent of what the farmers said, my mainland classmates a bit more." He also spent one month doing similar field work in Hunan province.

This experience gave him and his classmates an understanding and experience of archaeological excavation and rural life in China that few university students and city people have.

He graduated in 2010 and decided to return to his hometown, where he joined the IC. Most of his classmates remained in the mainland, some continuing to work in archaeology and others moving into the history field.

MAJOR FINDS IN COLOANE

These are not the first major discoveries in Macao.

From 1973 to 2006, digs near Hac Sa Beach in Coloane Island revealed evidence of human habitation in the Neolithic period about 4,000 years ago.

In 1995 and 2006, the excavations were carried out by a team from the Chinese University of Hong Kong led by Professor Tang Chung, a specialist in archaeological studies. The finds were impressive, unearthing a large number of objects, including potsherds, stone tools and pieces of quartz and crystal ornaments, that indicate a small yet significantly advanced pre-historic civilisation living on the shores of Coloane Island, whose inhabitants were more than just subsistence fishermen.

“The level of civilisation in this region could certainly have been as advanced as other cultures that existed in other parts of China, such as the Xia and Longshan cultures,” said Professor Wu Zhiliang, director of the Macao Foundation. ■



COLOANE FINDS

A movie poster for 'Dinosaurs@Dusk: The Origins of Flight'. The poster features a large T-Rex in the foreground, looking towards the right. In the background, two pterosaurs are flying against a bright, hazy sky. The title 'Dinosaurs@Dusk' is prominently displayed in a stylized font, with 'the origins of flight' written below it. The poster is framed by a dark border. On the left side, there is a vertical banner with the text '現已上映 | Now Showing' and a list of icons representing various media formats. At the bottom, there is a section with credits and logos, including 'MIRAGE3D PRESENTS', 'FULLDOME', and 'mirageD'.

現已上映 | Now Showing

Dinossauros ao Entardecer: as origens do voo

我的恐龍時代

DINOSAURSDUSK

the origins of flight

360°
FULLDOME
3D STEREO

MIRAGE3D PRESENTS DINOSAURSDUSK THE ORIGINS OF FLIGHT
A FULLDOME IMMERSIVE CINEMATIC EXPERIENCE
WRITTEN/DIRECTED BY ROBIN SIP CAST ANNE RATS AND RICK VERSTRATEN
MUSIC BY MARK SLATER PERFORMED BY PRAGUE METROPOLITAN PHILHARMONIC ORCHESTRA
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A Mestria da Construção Naval – Exibição de miniaturas de
The Mastery of Shipbuilding – Fishing Junk 1

Sea-Nostalgia

Shipbuilder turns to making
model boats, keeping skills
that have disappeared

TEXT MARK O'NEILL
PHOTOS ERIC TAM



“W

hen I was small and my parents went out fishing, they left me in the care of an old lady in a wooden house by the sea and picked me up in the evening. I spent the day anxiously waiting for their return. When it was high tide, I knew they were coming back. This is a deep memory of my childhood.”

Those early years forged in Wan Chun a bond with the sea which has lasted his whole life. His youth was spent in shipyards demolishing and building ships ordered by fishermen. With the decline of the industry, he changed career. Now, in retirement, he has reverted back to his passion for shipbuilding – only now on a smaller scale, but applying the same hard-learned and polished expertise used decades ago.

Thanks to the support of the Archives of Macao, he has been given a space to work on the porch of the institution facing the spacious open ground of Tap Seac. For the last two years, the stout, reserved 68-year-old Wan has been going to this open workshop, working from morning till night; he treats it like a full-time job which puts his not-forgotten skills to good use.

The institution hosted an exhibition of his work from 29th December until 9th April this year.

The skills of craftsmen were the crystallisation of the knowledge built up during a lifetime. It was a fine art and contained a rich historical value and tradition, said Ung Vai Meng, President of the Cultural Affairs Bureau

At the opening ceremony, Ung Vai Meng, Director of the Cultural Bureau, said: “Civilian ship-building has a long tradition of development, with a history of several hundred years. The ships entirely relied on the skills of the craftsmen. Their skill was the crystallization of the knowledge built up during a lifetime. It was a fine art and contained a rich historical value and tradition.”

Wan said: “Shipbuilding is a traditional industry in Macao, covering over half a century. The yards used to cover all of Macao. At the end of the last century, the skill of Macao’s shipbuilders was the centre of construction for wooden ships in southern China. But now the industry is very small.”

The exhibition and Wan’s work are testimony to one of the city’s oldest industries. Shipbuilding used to be one of the most important local industries, as Macao was a city of seafarers. It was at its peak during the Sino-Japanese war in the 1940s. After Hong Kong fell, Macao became one of China’s major shipyards. Other industries profited from the boom.

In the 1950s, there were nearly 10,000 fishermen and more than 30 shipyards in Macao; the coastal villages were thriving and ocean was teeming with fish, crabs and oysters. It was during this era that Wan grew up.

CHILDHOOD WITH THE SEA

Wan was born in Macao in March 1948, the son of a fishing family. From his earliest years, the sea was in his blood; his family had its own small sampan.

“When my parents went fishing, they did not take me with them. I waited on shore in the care of an old lady in a wooden hut. They continued fishing until their retirement.”

“They also caught oysters. Macao had so many at that time, because the waters were not polluted. When they brought them back, we children helped to break them up and sell them. Mother and I had a market store selling the fresh ones. The ones that were not so fresh we sold to the oyster sauce factory; I was around seven years old then.”

The Wans was a large family so they could not afford to eat what they caught; they had to sell it.

Wan remembers the joys and disappointments of fishing. “When we saw big fish in the nets, we were very happy. Once, we had a fish weighing more than 10 kilos – it shook its tail, breaking the net and escaping. When we were in a sampan, another way to catch fish was to drop a big bucket attached to a stone to the base of the sea, six or seven metres below; eels and crabs would crawl in and could not get out. When we returned, we simply lifted the bucket and found them. It required no effort.” This was the environment in which Wan grew up.

Macao had many shipyards which produced hand-crafted fishing boats made of wood. In addition to working on the sea, Wan’s father had a job in one of these yards, demolishing old boats; the work was all done by hand.

At the age of 14, Wan followed his father and his uncle into the business, with a monthly salary of 120 patacas. “I wanted also to learn how to construct boats but the owner of the shipyard did not want to teach me since he was only renting the site from someone else.”

LEARNING THE TRADE

So he moved to another yard, for a monthly wage of only 20 patacas, and began his apprenticeship as a shipmaker. He learnt like a duck taking to water. “After six months, the owner treated me as a skilled craftsman and doubled my salary. I was stronger and better than the others.”

At the age of 21, he was formally accredited as a shipbuilder, after the three-year training period, and could choose where to work.

“I went back to the shipyard where I had worked demolishing vessels. The owner assigned me to complete a half-built vessel. When the ship



was close to completion, the boss fired me and laughed at me. I had to swallow my pride and applied elsewhere. It was not easy,” he said.

After that, he was more careful and cautious in his work. “I built up a reputation in the industry. I was known to be quick and could deliver work on time. The owners liked me. Usually, when a ship is nearly completed, an owner would lay off 5-6 out of the 15 workers. But I was not laid off. I regained my confidence.”

He also studied at night school, earning a professional diploma from Hong Kong University. With this education and his professional skill, he was invited to join the Macao Association of Shipyard Workers (MASW), to represent them in negotiations with the owners. He agreed. “This was a new source of pressure. You have to work doubly hard, so as not to give the bosses a reason to say you are lazy and unqualified.”

But the industry was shrinking. From the 1970s, the market shifted to the mainland; local companies moved their operations there. Hand-crafted wooden junks took two months to make; metal boats were faster and more efficient.

“I was chairman of the union at the time and it was sad to see the industry disappearing on my watch,” said Wan. “Boat-making is a culture. Will the next generation even be aware of how boat-makers in Macao built boats?”

Boat-making is a culture. Will the next generation even be aware of how boat-makers in Macao built boats?, wonders Wan Chun



FROM SHIPBUILDER TO SECURITY GUARD

In 1980, he started a new job – a security guard at the Metropole Hotel, for a salary of 1,200 patacas a month. “They wanted someone with a trade union background. There were bonuses and double pay at the end of the year. I had married at 26 and needed a steady income for my family.” They have two children.

For three years, he left the shipbuilding world. Friends asked him if he wanted to set up a shipbuilding firm in the mainland. “We looked at the possibility. It is not easy for an outsider to enter this industry. We decided that it was too high risk. Fishermen place an order but do not pay cash. They may cancel, leaving some shipbuilders in debt.”

After completing three years at the Metropole, he was looking for work again. Friends introduced him back to the shipyard. “It was very hard at the beginning. I had got used to the air conditioning at the hotel. I gritted my teeth to swallow the hardship and persisted.”

In 1986, he was offered a full-time job at the Macao Federation of Union and remained there until his retirement in 2013. By then, the industry in Macao had died. The last shipyard, Lai Chi Van, completed its final vessel in 2005.

MAKING MODELS

In his retirement, Wan was never going to sit in front of the television and play mah-jong. He started to hand-craft miniature replicas of junks. “Boat-making is a traditional craft and I make them exactly the way you would a normal fishing boat, from the materials to the tools and techniques.” He spends about 120 hours on each one.

He made the first one as a gift to the doctor who operated on him at the age of 60, to remove a cancerous tumour. “I wanted to express my gratitude to him.”

Making the boats is noisy, so in April 2015 he moved from his house to a spot in Tap Seac square. It was there that a senior official of the Archives of Macao saw him and invited him to move his work place to its porch, out of the rain.

His new location brought him fame. Media, local and foreign, came to interview him and he was invited to do exhibitions. He works every day, precisely from 8.30 am to noon from 1 pm to 5 pm,

paying for all the materials himself. He has so far made 17 sailing boats.

“The first two months were hard on my back and fingers but now I am accustomed to it. I make one boat a month and give them to friends and family. I had not made ships for 30 years but can remember everything. The models are exactly like the big ships. If given a layer of waterproof paint, they can actually sail in the sea.

“I make sailing boats because you do not see them any more anywhere in the sea. You start from the base then move to the head of the boat. It requires great skill and dexterity. Look, my finger is much bigger than a nail. It requires patience to do it well. Through my work, I want to send a message that a person, regardless of gender or age, can create value through work.”

He said that the boat he liked most was a little sampan that reminded him of the one his parents used to go out into the sea. His models include shrimp-catching boats, those used in the Song dynasty to go to Southeast Asia and Portuguese

cargo ships of the 15th century. “I learnt from books what they were like. The bottom of the boats was slightly different and made to suit the waters they navigated.”

“I do not do this for money. My two children look after themselves. I have the same schedule every day. I feel happy and recognised. Thanks to this work, my condition has improved since the operation. I have a sense of well-being.”

MUSEUM OF SHIPBUILDING

To remember this important part of Macao’s past, the government tourism office has proposed turning the former Coloane docks into a museum.

In 2013, the Chan Yat Fund set up the non-profit History and Culture Association of the Port of Macao, to preserve and share this part of the city’s history. It organises shipbuilding exhibitions and tours of the inner harbour and provides oral history and educational seminars. ■



WAN CHUN

MACAO YEARBOOK 2015

The Chinese, Portuguese and English editions of Macao Yearbook 2015, an annual publication compiled by the Government Information Bureau (GCS) of the Macao SAR, are available now.



The Macao Yearbook is a comprehensive chronicle. It outlines major events, details of progress achieved, and changes made in the course of Macao’s political, economic, social and cultural development, with the aim of promoting Macao and providing detailed information and data for all who wish to study and understand Macao.

The Macao Yearbook 2015, together with a complimentary CD-ROM containing the PDF version of the yearbook, can be purchased at the following places at 120 patacas per copy: major local bookstores; the Government Public Information Centre at Rua do Campo; and the Macao Post Office (Macao Post)’s Philatelic Division, Rua do Campo Branch, Outer Harbour Ferry Terminal Branch, Macau International Airport Branch, and Nova Taipa Branch, as well as the book stores of The Commercial Press Ltd, in Hong Kong.

Taking into account the rising popularity of digital materials and in order to minimise the environmental impact of the publication, the Macao Yearbook - published in Chinese, Portuguese and English - will, from 2016, no longer be available in print. We will focus instead on improving the yearbook’s digital edition by adding more pictures and even video content to meet the changing needs of the readership.

Readers can access the content of the Macao Yearbook via the following website:
<http://yearbook.gcs.gov.mo>

or by downloading the following mobile applications:



Android



iOS



Sailing in the waves of history

Maritime Museum celebrates the city's five centuries of the sea

TEXT MARK O'NEILL
PHOTOS CHEONG KAM KA

The Macao Maritime Museum celebrates the city's intimate relationship over five centuries with the sea – from which its people earned their living and which brought the Portuguese from the other side of the world.

When it opened in 1990, it was the first custom-built modern museum in the city. It occupies a historic site – next to the A-Ma temple, the first structure in Macao built in 1368, and the spot in the Inner Harbour where the Portuguese explorers landed in 1553.

It is a three-storey white building in the shape of a boat with full sails. Its big glass windows are like the observation tower of a boat. From a distance, the museum building appears to be a majestic boat anchoring at a tranquil port.

“Our mission is to tell people of the history and culture of Macao,” said Director Jessica Chan. “This is an immigrant city, with around half of the population born elsewhere. I hope all residents will come to our museum. It is important to

explain the relations between the past story of the collection and their present lives and deepen their sense of belonging, wherever they were born. Museums should have a function to help to guide the local communities towards sustainable development.”

In the past 10 years, the museum has attracted an average of 88,000 visitors a year, half from Macao and half from outside, mainly Hong Kong, Taiwan and the mainland.

“We want to expand the site at the back in what used to be a government dockyard. We would like to have space for special exhibitions, a larger collection storage area and an educational site for children,” she said.

HISTORY OF NEARLY 100 YEARS

The history of the museum dates back to 1919, where the Marine Department had a room of exhibits in what is now its headquarters, in the Moorish Barracks.



JESSICA CHAN
Director of
Macao Maritime Museum



In 1934, they were moved to a hangar in the Naval Aviation Centre. Believing that the city, neutral in the war, was planning to sell aviation fuel to Japan, the U.S. Navy sent airplanes to bomb the centre on January 16, 1945; they destroyed the hangar and all the exhibits inside it. In 1950, the U.S. paid 20.3 million USD in compensation to the Portuguese government for the air raid and two others in Macao, in February and June 1945.

In 1986, Commander António Martins Soares, the Macao harbour master, proposed the idea of a museum. It opened in a two-storey colonial house in the Largo do Pagode de Barra in 1987. Because the space was too small, the government decided that they needed a larger area and commissioned the new building.

It opened on 24th June 1990, in the presence of the Governor Carlos Montez Melancia. It occupies an area of 1,000 square metres and has a large esplanade. The former museum became the administrative offices where Chan and her

colleagues work.

“We received items from many quarters,” said Chan, who has worked in the museum for 24 years. “Departments of the government gave them to us, as did shipping companies which gave us models of their vessels and fishermen who donated items they had used, and so on.

“All the items are precious, but, if I had to select one, or let’s say the most difficult to have, I would say the three wooden items, they are the single block, deadeyes and carriage wheel, which were uncovered in 1993 during the land reclamation work for the construction of the Macao International Airport on Taipa Island. They are part of an important archaeological discovery.

After radio-carbon dating and in view of the size and shape of the items, it is believed that they came from a large 17th century European ship that sank off Macao.”

DEVELOPING THE MUSEUM

Chan said that the museum had a budget for purchasing new items. “Since this is public money, we should and must follow a strict procedure in applying to use it. We must study as to why we need to buy a piece and whether it is worthwhile. We must respect the government budget.”

She said that museums must fit the time and place where they are based. “It is a place for education, research and publicity. A museum can do many things, but it must serve society and not be profit-making. Macao is an immigrant city, at the same time, it is also a tourism city. I hope our museum can also attract more tourists to come to discover our culture, which is good for the image of Macao that it is not only limited to gambling.”

Of the average 88,000 visitors a year, half are local people and half from outside. “I have made some observations and analyses of visitors’ behaviour,” she said. “The average length of stay in the museum is 45-60 minutes, with concentration most intense during the first 30 minutes. After that, they spend less and less time on each item.

There is no exam, we cannot suppose the visitors get all information we want them to know. The most important thing is that we should try our best to inspire their interests and let them continue to explore the subjects even after they step out of the museum.”

Many local visitors are students; space for museum education is important. The museum is handicapped by the lack of space. “This means that, after 20 years, Macao people lack a feeling of freshness and we cannot always organise new exhibitions, including special exhibition and permanent exhibitions,” she said, “As you know, our museum is the first building constructed with the function of a museum in Macao. At that time, a museum was a new thing in Macao. Due to some limitations of land resource and technical conditions, compared to the current requirement of a museum, there are some deficiencies; for example, we do not have space for special exhibitions and the space for collection storage is very small,” she said.

She added: “regarding our permanent exhibition, there is a close relation between each



MINIATURE
A-Ma Temple

exhibit. If we change our permanent exhibition on a large scale, we need a large collection to support that. Of course, during these years, we did some changes, but these changes are not obvious enough to attract the public to notice and to come again to our museum. Attracting people to come again is very important to any museum.”

She is optimistic about their plan to expand the museum, with additional space for such a facility as well as rooms specially for children. The adjacent site was originally a government dockyard established in 1909. In 2003, the yard was relocated to the Rua da Doca Seca to meet the needs of development of the government. The site is now vacant.

ADMIRAL ZHENG HE AND VASCO DA GAMA

The museum explores major themes in the history of the maritime industry in Macao, China and Portugal, with five sections.

The first floor displays the traditions and techniques of fishermen in Macao, including costumes, models of boats and fishing techniques. There are models of fishing vessels, demonstrations of different fishing techniques, fishing implements and information on the customs and religion of the fishermen. Videos show the

techniques of fishermen at work and the story of the goddess A-ma (Mazu).

It reminds visitors that the sea provided the main livelihood for Macao people for most of its history, as fishermen and shipbuilders.

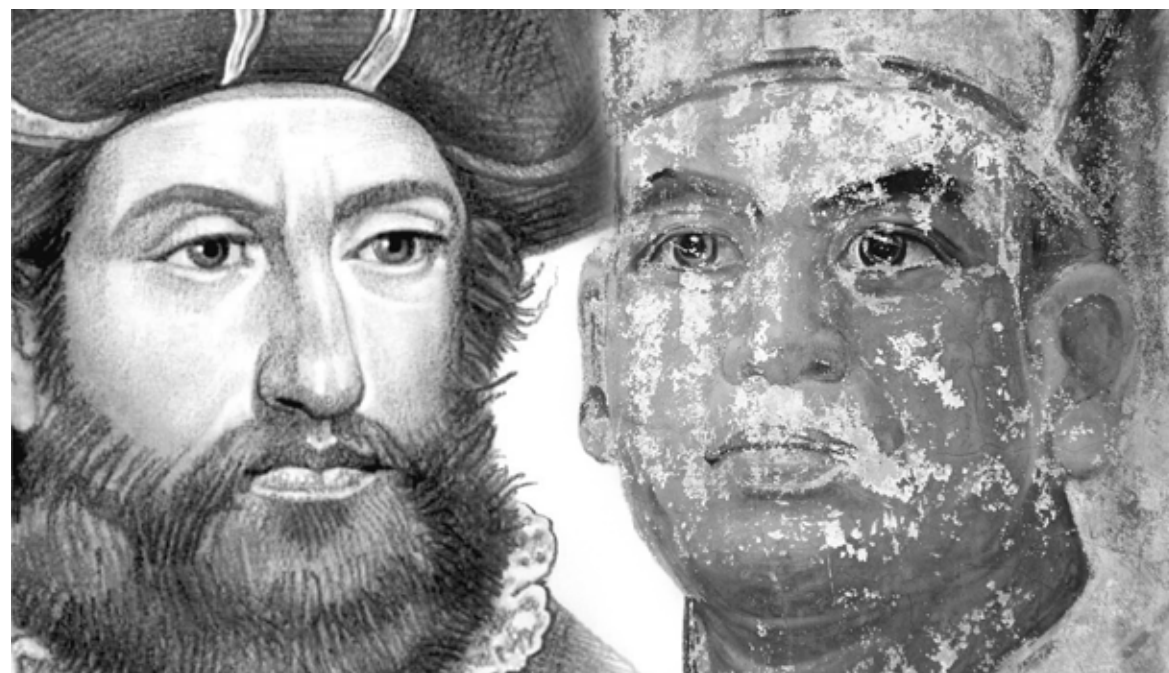
The second floor shows the history of Portuguese exploration and geographical discovery during the 15th-17th centuries. There is a model of the ‘Nau do Trato’, a merchant frigate that was use for the lucrative but dangerous trade voyages between Macao and Japan. Macao and its harbour during the 17th century are depicted by a three-dimensional model. It shows the harbour, walls and fortifications.

There is a model of the St Gabriel, the ship on which Vasco da Gama discovered the route between Europe and India; it was the start of the maritime empire of Portugal that lasted for four centuries.

There is a Namban screen painted by Japanese. This was a form of art that developed after the first Portuguese ships in Kyushu in 1543 and depicted these strange-looking people from unknown countries in the west.

Portuguese ships plied the route between Goa in India, Malacca, Macao and Japan; it was extremely lucrative, the golden age of Portuguese commerce in Asia.

VASCO DA GAMA
AND ZHENG HE
left to right



There is also a model of the Creoula, a Portuguese fishing vessel used between 1937 and 1973; it made 37 voyages from Lisbon to Newfoundland in Canada, staying for a period of six months. It brought home 800 tonnes of fish and 60 tonnes of cod liver oil. In addition, a model of the Sagres, a vessel built in a German yard in 1937-38. The Portuguese navy bought it in 1962 and used it as a training boat; it came to Macao three times, in 1979, 1983 and 1993.

There are replicas too of well-known Chinese vessels – a five-storey junk used in the Sui dynasty (581-614 AD); it was the most powerful naval vessel of its time.

The most famous Chinese mariner was Admiral Zheng He who made seven voyages to the Arabian peninsula and East Africa between 1405 and 1433. His fleet comprised more than 200 vessels of different sizes with combined crews of 27,000, the largest in the world. His flagship, the Treasure Ship, was 125 metres long and 50 metres wide, with a carrying capacity of over 8,000 tonnes.

He died during his seventh and final voyage in 1433, due to old age. His patron was Emperor Yong Le (personal name Zhu Di), who supported and financed him; he died in 1424. But the new emperor decided such ocean voyages were a waste of time and money. He ordered the destruction of

all official records and document about Zheng He's voyages and a ban on such voyages in future.

If he had decided otherwise and to make use of China's military and technological prowess at the time, it could have colonised Africa; and its people today would be speaking Mandarin and not Portuguese, French and English.

The top floor shows marine technology and transport, dredging and navigation. The exhibits include Guia Lighthouse, the first lighthouse in China, various kinds of ropes, a three-dimensional model of Macao, as well as a variety of boat models. There is an exhibition of nautical instruments used from the 18th to 20th centuries, including octants, telescopes, straight edges, mariner's compasses and sextants.

The Aquarium Gallery in the museum has four tanks. Each is devoted to a different theme of the sub-water world. The first presents a fresh water riverbed, the second a harbour and the third a coral reef. The last tank features the scenes of a sunken boat in the deep sea and deep-water fish.

From the square outside, the visitor can appreciate the scenery on the river bank and the busy harbour. The museum has a library with about 2,500 books, including those on maritime technology, marine customs and the history of Portuguese and Chinese maritime history. ■

主辦 / Organizador / Organizer :

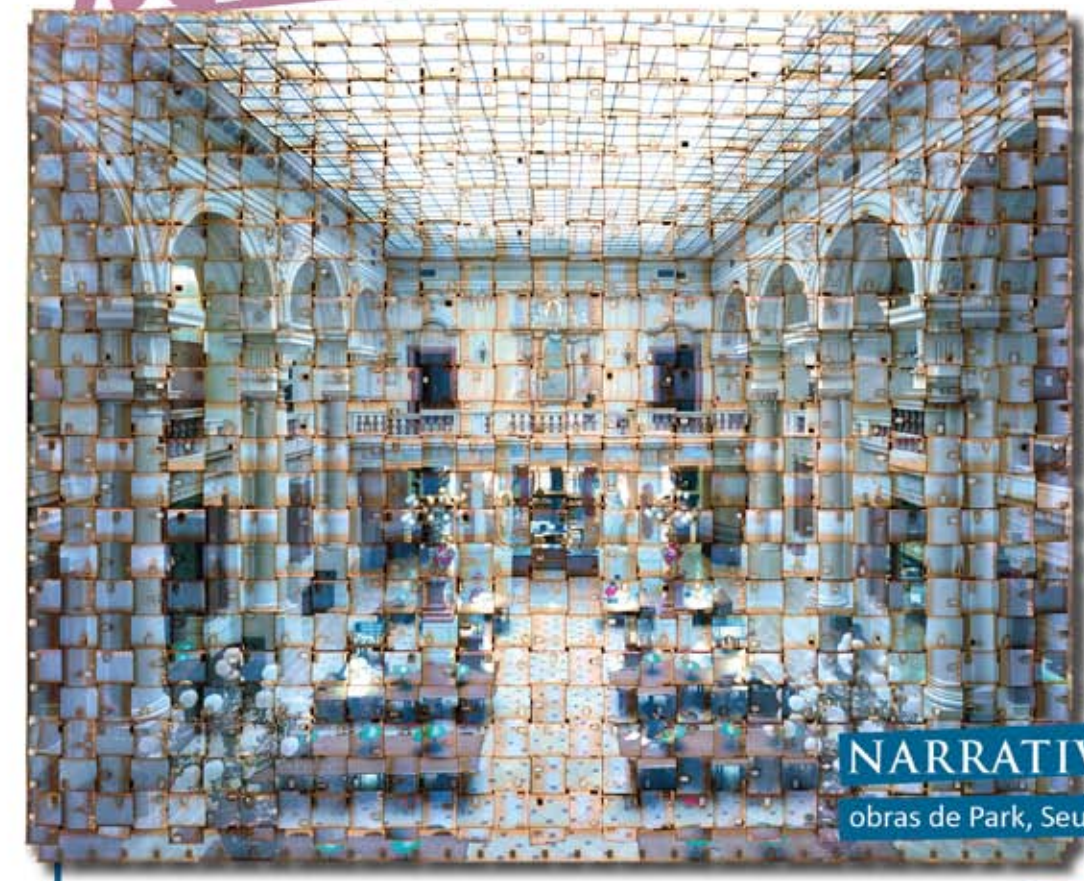
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協辦 / Co - Organizador / Co - Organizer :

PYO GALLERY

旅行記

攝影作品展



NARRATIVAS

obras de Park, Seung Hoon

29-4 — 26-6

TRAVELOG

works by Park, Seung Hoon



氹仔龍環葡韻住宅式博物館展覽館
Casa de Exposições, Casas-Museu da Taipa
Exhibitions Gallery, Taipa Houses-Museum

澳門氹仔海邊馬路 / Avenida da Praia, Taipa, Macau

開放時間：上午十時至下午六時（公眾假期照常開放，逢星期一休館）
Horário: 10H00 - 18H00 (Incluindo os feriados e excepto às segundas-feiras)
Opening Hour: 10:00am - 6:00pm (Including public holidays, except on Mondays)

免費入場 / Entrada Livre / Free Admission



Degas's ballerinas in motion in Macao

Le French May
Festival exhibits
sculptures by the
avant-garde French
painter

TEXT FILIPA QUEIROZ

PHOTOS ANTÓNIO SANMARFUL, MONICA LEONG
(THE MACAU POST DAILY)

Imagine a man who zealously observes horses running and women dancing, compulsively photographing, drawing, and sculpting these subjects in an attempt to immortalise each moment, each movement for eternity.

Nowadays, anyone can do this with a snap of their smartphone, but in 19th century France, Edgar Degas was a pioneer of camerawork in Europe and one of the first visual artists to designate movement a theme of his vast body of work.

An aristocrat and an art collector in his own right, the French artist is today considered one of the greatest revolutionaries of 19th century art, and his legacy has left an indelible mark upon history transcending time. Perhaps best known for his iconic paintings, Degas was also a prolific sculptor, of which 74 specimens are currently on display at the MGM hotel's art space in an exhibition named "Edgar Degas – Figures in Motion". This collection comes to Macao courtesy of the M. T. Abraham Foundation for the Visual Arts, a private family foundation that also possesses a large collection of avant-garde Russian and European pieces as well as some Surrealist and Dada works.

Dalit L. Durst, the show's curator, had never imagined mounting such an exhibition in a casino in Macao. "I knew the story of Macao because I harbour very strong feelings for Portugal, and I know that Macao was a Portuguese colony, but I did not know that there was an MGM here," she says. "When I walked into the Grande Praça, I was a little surprised by the setting."

The MGM Art Space, with its mission of "improving the cultural image of the city," convinced the foundation. Durst collaborated seamlessly with the casino-resort team to overcome obstacles such as persistent humidity to ensure a successful show. "We are delighted. There were nights when we worked until two o'clock in the morning to finish everything on time. Many things had to be transported from mainland China, and there were delays. We had to paint and repaint, but everything went very well, and I can say that I fell in love with the people of Macao."



DALIT L. DURST Exhibition curator

IMPRESSIONISM'S ENFANT TERRIBLE

Born in Paris in 1834, Degas was the son of a wealthy banker. Until his death at the age of 83, nothing suggested that this particular artist would go down in history as a revolutionary for satirising and reformulating society's visual perceptions during his time.

Degas's father expected him to pursue a career in law, but Degas instead turned to art. It was at the École nationale supérieure des Beaux-Arts (National School of Fine Arts in Paris) that painter Félix-Joseph Barrias impressed upon him the importance of repetitive sketching, whether from memory or nature.

Degas spent endless days at the Louvre, copying the works of Italian, Dutch, and French painters he admired. It was reportedly there, while copying a portrait of Diego Velázquez, that he met Édouard Manet who would become his lifelong friend and introduce him to Impressionism, a movement formed in response to the predominantly academic paintings of the late 19th century.

Around 1870, after living in Italy for several years, where he conceived one of his most famous works, *The Bellelli Family*, Degas began his first studies of horses.

"As an aristocrat, he enjoyed watching horse racing and that's where he fell in love with photography. He was one of the first people in France, and in Europe, to walk around with a Kodak camera, taking pictures of family, friends, and models as well as himself," claims Durst. Accordingly, the MGM exhibition is curated "as if we see pictures one after the other, attempts to capture the moment because Degas had a very keen sense of observation."

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From 1874 to 1886, Degas mounted his work along with other Impressionists in eight shows known as the Paris Salon, "Impressionist Exhibitions." While he was associated with the movement, Degas often found himself in conflict with his colleagues. The French painter was not a landscape artist like his contemporaries, appreciating instead mundane and unusual portraits and stills and capturing the movement of everyday life.

Degas, however, did not actually consider himself a true impressionist. His work did not follow the Impressionist palette and was instead meant to shock the eye with its discordant colouring, where intense violets and acid greens were placed side by side. Additionally, he frequently chose unconventional themes: foregoing the outdoors, a popular subject with his contemporaries, Degas became influenced by naturalist aesthetics and portrayed everyday Parisian vices, *The Absinthe Drinker*, and habits, *The Brothel*.

Frequenting Parisian nightlife, especially the opera, led him to depict multiple viewpoints with unusual framing. "Even today, Degas continues to be much sought after because it is very easy to like what he did. Women and children love classic ballet: it is beautiful, and Degas portrayed it in a different way," says Durst. "In this exhibition, you can understand that. The ballerinas are not very tall, they are not that beautiful, and Degas presented them as they were in reality. He even portrayed the suffering because being a dancer consists of many, many hours of daily work and physical pain, and you can feel it."

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Degas's dancers made the French painter legendary. During the period in which Degas painted his legendary dancers, his works became more expressive, alarming, and frightening.

The most important piece currently on display at the MGM is undoubtedly *The Little Fourteen-Year-Old Dancer* (1881), a work marking the beginning of Degas's independence from the Impressionists and one that was meant as a joke to provoke and shock colleagues and society alike. The sculpture is of an opera dancer from an impoverished family whose sister was a prostitute. The dancer studied ballet until the age of 16, when, after Degas had completed the sculpture, she also resorted to prostitution in order to survive. In her face, Degas memorialised the misery and despair of poor and working-class Parisians at the time.

In addition to its blatant provocation, the work was also unusual for including real props, such as a wig of human hair, a silk ribbon, a tutu, and real ballerina slippers. "Surrealists like Marcel Duchamp copied it years later," exclaims Durst. "What [Degas] did was really wonderful, and that's why I admire him as an artist, how he dared to do things differently."

She notes that, at the time, Degas moulded his sculptures in wax. None of them were cast in bronze on the grounds that such a permanent material should be otherwise purposed, for example, building cannons during the First World War. Additionally, Degas never considered himself a sculptor. Instead, his sculptures were merely a form of practice, a different way of contemplating a subject. In fact, while Degas created a number of sculptures throughout his career, all but *The Little Fourteen-Year-Old Dancer* remained unseen by the public until a posthumous exhibition in 1918. Upon his death, his heirs discovered a cache of wax figures in his studio, 74 of which were cast in bronze by the Hébrard Foundry.

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THE INFLUENCE OF THE EAST

Although the Far East may not yet be familiar with Degas's, the French artist was strongly influenced by Oriental art and particularly by Japanese printmaking which had made its way to exhibitions in Paris in the 1860s, according to Durst. "Degas loved Japanese art. At the time, Kitagawa Utamaro, Katsushika Hokusai, Tōshūsai Sharaku, and Utagawa Hiroshige were very popular in Europe, and he had a large collection of prints."

Bathing women, in addition to horses and ballerinas, is the exhibition's third thematic section, "giving us the impression that we are peeking through the keyhole, watching moments of great intimacy of women as they brush their hair. Utamaro has a number of works of women brushing their hair, bathing, and getting out of the bathtub, as does Degas. We know that Degas was very influenced by the work of Utamaro. He was his favourite artist," explains Durst.

Works such as *The Tub* and *After the Bath*, *Woman drying herself* are most representative of Degas's work. They embody the naturalistic side of an artist who, attracted to the female body, portrayed nudity throughout his career, but Degas did not idealise nudity; rather, his was a realistic perspective influenced by the philosophies of Jean Auguste Dominique Ingres and Eugène Delacroix. At one point, Degas became increasingly interested in representing models from a rear perspective, focussing more on morphology than personality.

Degas never considered himself a sculptor. Instead, his sculptures were merely practice for his paintings.



MOVEMENT THAT CONTINUES TODAY

Even today, the paintings of Degas remain the most sought after by buyers from around the world. Recently, *Woman Combing Her Hair* was acquired by Pallant House Gallery for five million patacas.

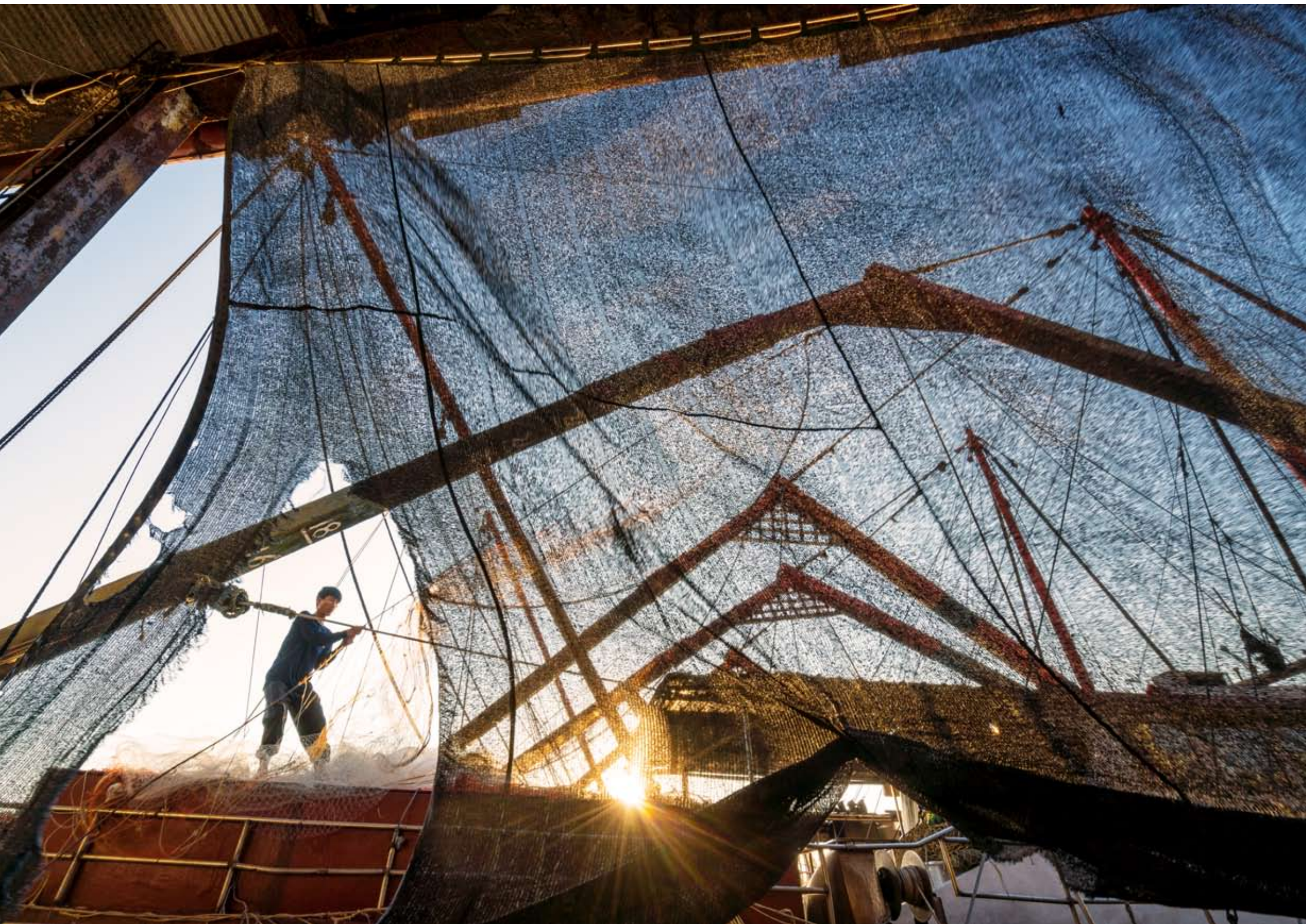
Degas was a controversial avant-garde artist who dared mix Impressionist style with naturalistic and even conservative inspiration simultaneously. Heavily influenced by the Italian Renaissance and French Realism, he was also, like many modernists, greatly inspired by the odalisques of Ingres.

"Edgar Degas – Figures in Motion" is on display at the MGM Art Space until 20 November 2016, comprising 74 works that "can never be separated," insists Durst. The M. T. Abraham Foundation however wishes to bring them to Beijing and Tokyo in the future. "In the Far East, Degas's work is lesser known, his sculptures especially so; this is a wonderful opportunity not only to enhance Macao's cultural image but also to meet the purpose of our foundation which is to share the collection with the general public," says Durst.

Durst believes that it is a rare opportunity not only to present Degas's bronzes to this part of the world but also to inspire the local artistic community. "I think the message that Degas can give today's artists is to believe in what you do and don't pay attention to what others think about it. In our modern world, things change so much and so quickly. Everyone takes selfies, don't they?" ■



THE LITTLE
FOURTEEN-YEAR-
-OLD DANCER



Macao workers

PHOTOS ANTONIUS PHOTOSCRIPT

Macao, also known as the land of traders and merchants, has a long history of this way of living.

Small tea shops, street vendors, food stalls and hardware stores are amount a countless number of small businesses that are surviving in Macao and have shaped the city throughout its history.

In the month that celebrates Labour Day, Macao Magazine honours the city's builders and traders through the lens of Antonius Photoscript.

Born and raised in Macao, Antonius took up photography as a hobby. His camera follows him everywhere he goes, capturing the city's life on his daily journey from home to work.

It's possible to see more works from Antonius in Albergue da Santa Casa da Misericórdia, in an exhibition called "La vie en Macau" on display until the 11th of June.











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