

chengdoo

CITYLIFE

064

APR 2013

TAKE
FREE

**CITY
MAP**
inside



Traffic

MIU

Sucremuse.Chengdu.China
Entertorise Management CO.Ltd

MIU Club

Chengdu's premier lounge and dining facility

Featuring

Head chef from a Michelin-starred Spanish restaurant
China's premier jazz musician Ren Yuqing from Shanghai
Asia's No. 2 mixologist Jin Zhonglei from Shanghai
and a live band playing the world's most popular songs

15:00~Teatime, Folk\Lounge\Country

18:00~Dinner Time,

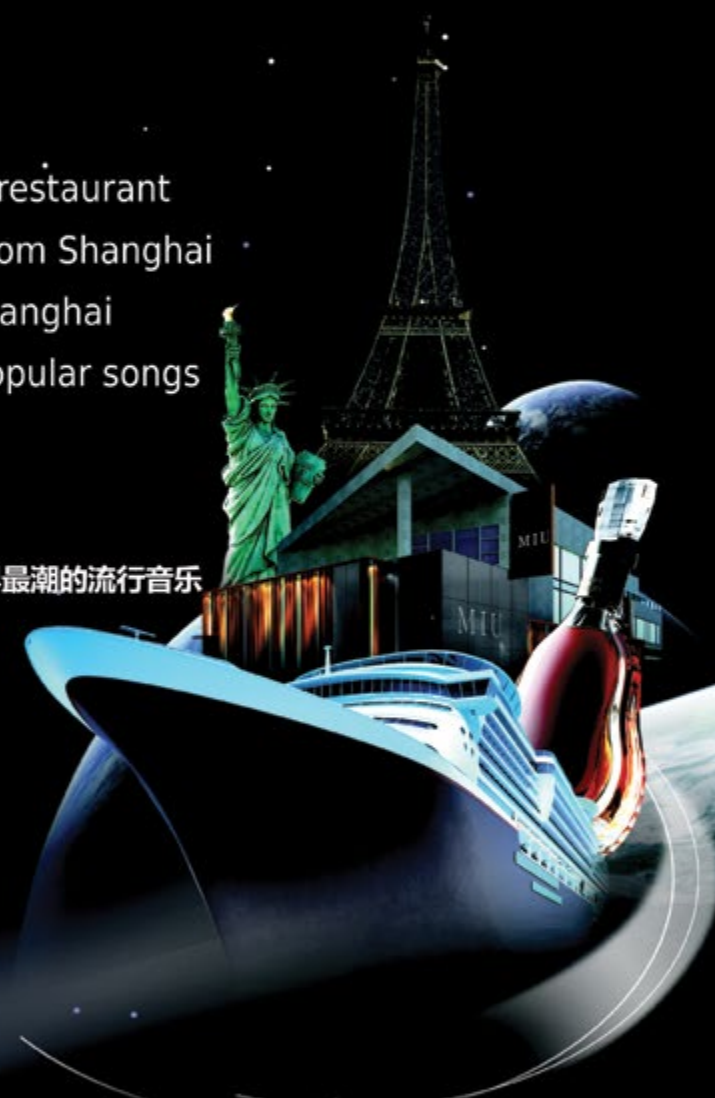
19:00~Happy hour, lounge\Jazz\Country

21:00~Club Time, 中国最好的Live Band\以及来自世界最潮的流行音乐

来自西班牙的米其林星级大师艾华路
担纲MIU俱乐部的出品主厨,
为热爱美食的各界国际友人
烙上热情的西班牙之名:火腿、鱼子酱、甜品.....

来自上海有中国爵士第一人之称的任宇清先生
担纲MIU俱乐部的音乐总监,
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奉上最精彩的轻节奏之旅,乐享下午时光;

亚洲第二的调酒大师金众磊先生
担纲MIU俱乐部联合出品人,
工作之余的朋友聚会
调制一杯美味的鸡尾酒,
在夜晚到来之前
畅饮一杯来自世界的成都味道,
定不负这美好时光;



—MIU俱乐部—

娱乐界的帆船酒店

中国·成都·锦江区·兰桂坊106-107 Lan Kwai Fong, Jinjiang Zone, Chengdu 微博在线: @缪俱乐部

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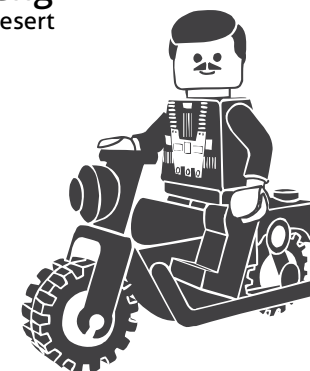
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Chengdu Moves

Photos by Dan Sandoval



How to Ride

- Tickets will need to be purchased before passing through the station gates.
- Individual rides cost RMB2, which is good for up to two hours and three transfers.
- For transit-pass holders, the same discounts as for bus rides apply to the BRT (50 percent discount with the monthly option and 10 percent discount with the electronic wallet option)



Station: Shangmao Dadao 商贸大道
Perhaps the most industrial looking of all the areas the BRT passes, the Shangmao Dadao stop just might make you feel that you have traversed not only space, but time as well and are revisiting a Chengdu at the end of the last millennium. Head west to enter more of the massive northern **markets**, this time the home appliance, tools, and construction materials wholesalers. In 2015, the transfer station to **Metro Line 5** will also be located here. Go south to visit more markets, including those selling (yes, even more) textiles, clothes, ceramics, and other materials.

Station: North Train Station 火车北站
As close to 12 o'clock as it gets, from here you can head west to access the **Chengdu Railway (North) Station** as well as the adjacent intercity long-distance **bus station** and **Metro Line 1**. Heading east, you can arrive at the **Lotus Market** (荷花池), the infamous wholesale market of Chengdu, which itself is under renovation, and offers shoppers everything under the clouds, from textiles and home goods to clothes and shoes, decorations to kitchenware, toys and craft supplies. To the south lies the new **Wanda Square** (万达广场).

Operating Times and Frequency

- The BRT system will operate between the hours of 6 a.m. and 11 p.m.
- Vehicles will arrive at intervals of 90 seconds during peak hours
- Vehicles will arrive at intervals of three minutes during non-peak hours
- Late-hour intervals will be four to six minutes
- Every station will be outfitted with an LED signboard to announce the arrival time of the next vehicles, using GPS technology



Station: Sanyou Lu 三友路
Go east to switch to **Metro Line 3** in 2015 or south to the small **Sanhe Guqiao Park**.

Station: Gaosuntang 高笋塘
Unless you live in one of the many new apartment complexes in this area, the only reason to get off here would be to transfer buses, but seemingly endless kilometers of shopping walls will soon appear in this neighborhood to lure passengers off the bus.

Station: Jianshe Lu 建设路
Go east to the **UME Cineplex**, west to the **University of Electronic Science and Technology** (电子科技大学) and Alliance Française, as well as **Shahe Park**.

Station: Jianshe Nan Lu 建设南路
Go east to the **SM Square** and the **Chengdu East Suburban Memory** (formerly known as the Chengdu East Music Park), west to the **Sunshine New Life Plaza**, and north to the **UME Cineplex**. [page 32 >>](#)

Station: Yingmenkou North 营门口北
Somehow the construction of the interchange surpasses the others in height and spectacle as well as potential to completely disorient drivers and passengers. From here, head west for what might be the only restaurant in town worth this much *mafan*, **Tutao Cun** (土陶村).

Station: Southwest Jiaotong University 西南交大
Go north to enter the main gate of the **Southwest Jiaotong University** campus, or head west to the **California Garden Hotel**.

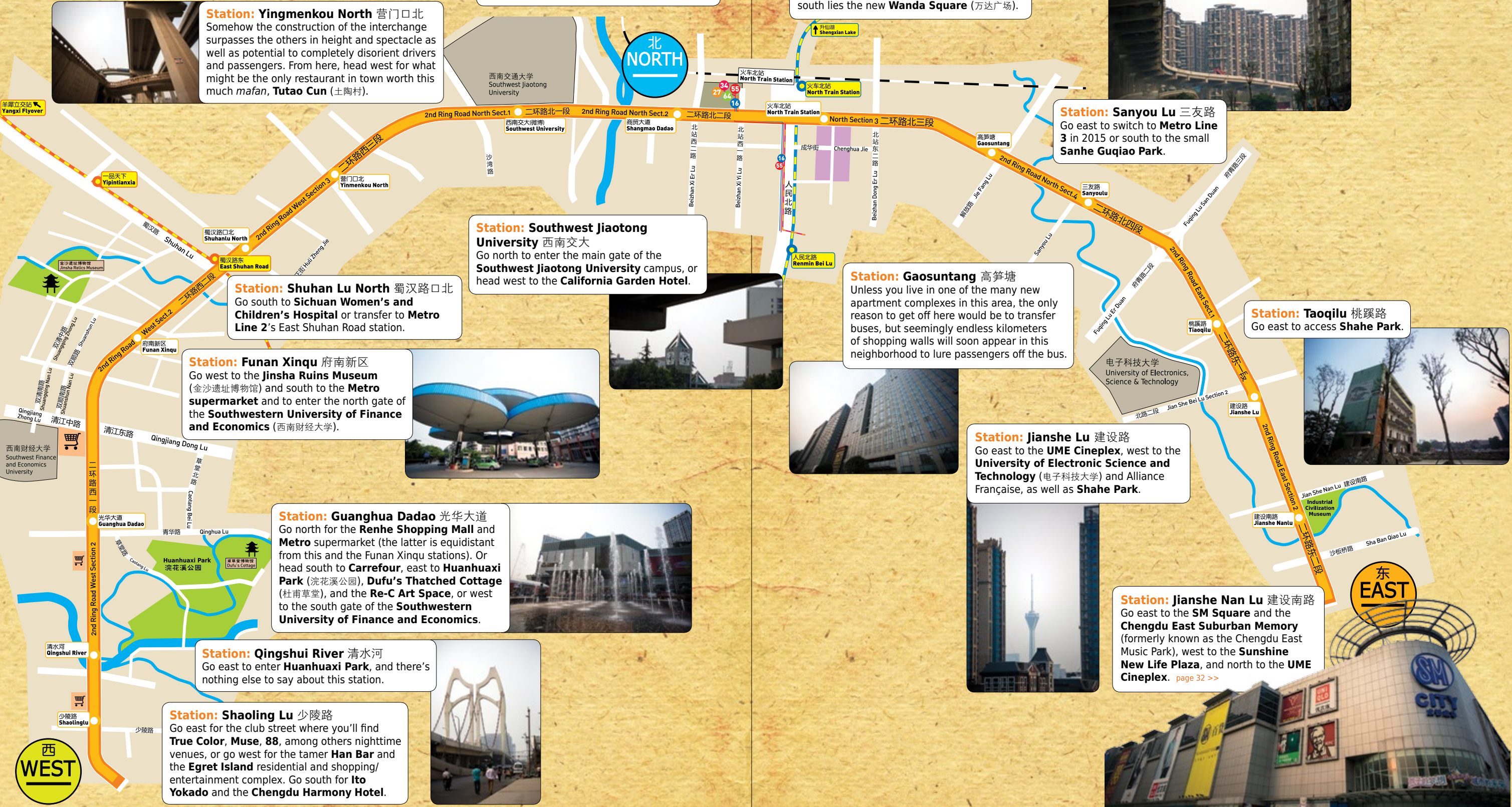
Station: Shuhan Lu North 蜀汉路口北
Go south to **Sichuan Women's and Children's Hospital** or transfer to **Metro Line 2's East Shuhan Road station**.

Station: Funan Xinqu 府南新区
Go west to the **Jinsha Ruins Museum** (金沙遗址博物馆) and south to the **Metro supermarket** and to enter the north gate of the **Southwestern University of Finance and Economics** (西南财经大学).

Station: Guanghua Dadao 光华大道
Go north for the **Renhe Shopping Mall** and **Metro supermarket** (the latter is equidistant from this and the Funan Xinqu stations). Or head south to **Carrefour**, east to **Huanhuaxi Park** (浣花溪公园), **Dufu's Thatched Cottage** (杜甫草堂), and the **Re-C Art Space**, or west to the south gate of the **Southwestern University of Finance and Economics**.

Station: Qingshui River 清水河
Go east to enter **Huanhuaxi Park**, and there's nothing else to say about this station.

Station: Shaoling Lu 少陵路
Go east for the club street where you'll find **True Color**, **Muse**, **88**, among others nighttime venues, or go west for the tamer **Han Bar** and the **Egret Island** residential and shopping/entertainment complex. Go south for **Ito Yokado** and the **Chengdu Harmony Hotel**.



A Veteran Commuter

reflections on three decades of city living

By Tan Juan
Photo by Michal Pachniewski



I was born and grew up in the same area of Chengdu. My primary school and middle/high school were 1.5 kilometers away from my house, so I almost spent 12 years “commuting” between school and home. As a veteran commuter in this city, I observed the changes of how people going here and there.

During my first years of primary school, my father took me to school by bike. Private cars were rarely seen on the streets in those days. After school, parents and grandparents crowded around the gate, having arrived either on foot or by bike. Those who lived nearby walked home hand in hand with their family. And I, sitting on the back of my father’s bike, counted the storefronts. This was how I started to know the city. On the days when my parents and I overslept, my father would rush to send me to school in pajamas and slippers. At that time, I thought it was a bit embarrassing for my father to be in such a mess. But now, I am too old and too heavy for the old man to take me by bike. And guess what—we don’t even have a bike.

After I entered the higher grades of primary school, I became more social and wanted to spend more time with my friends and be more independent. So I went to school by bus. There were only two stops between school and home on the number 3 bus, which, 20 years ago, was a short route that circled around my community inside the First Ring Road. Now that route goes well beyond, near Third Ring Road.

At the time, the bus fare was only 1 *jiao* and of course there was a student pass, which made

it even cheaper. The student pass was a small piece of cardstock upon which was glued the cardholder’s photo and the month written on it. Every month we had to change it, but sometimes I forgot, so when the conductor approached to check my pass, I would show it very quickly with my thumb over the number. Most of the time, I succeeded—but even if I failed, the conductor would always forgive a little girl.

The following six years of middle and high school offered me lots of inspiration to keep a bicycle diary. For teenagers in the 1990s, a bike was more than a means of transportation. They were a symbol of connection and the bond between friends. We went on dates on our bikes. We waited for each other somewhere to go to school or home together. We skipped classes to go off by bike and have fun. We talked and talked after school by the roadside until the night came and then we pedaled home. We rode our bikes side by side and got dirty looks and gruff words when we blocked other people. Bikes were a carrier of laughter and tears. And definitely, the bike served as proof that we were once young.

It was also in the 1990s that the city witnessed the prelude to modern-day massive and constant infrastructure construction. The Second Ring Road, the biggest municipal project in the city’s history, was completed at the end of 1993. And that was just the start. Later, Chengdu locals welcomed the Third Ring Road, then the outer ring road, Tianfu Dadao, and many others as the city expanded. The growing veins of the city have changed how

“For a teenager in the 1990s, a bike was more than a means of transportation.”

people go here and there too. Cars dominate the roads. Scooters have replaced the bikes, and the bikes have been relegated to a vehicle for leisure and sport. When the metro finally started to run at the end of 2010, people began to move not only above ground but also underground.

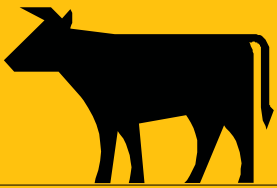
Chengdu’s transformation over the past 20 years never fails to impress people. The developments are hard to get used to. My mother is still surprised that I can finish my business trip in Chongqing and return home in the same day. It used to take her a whole night from the basin to the hill. However, my father says, “There are more cars. There are wider roads. But these things make it more difficult to go here and there in the city.” It takes me one hour to go from my home to the city south around the Second Ring Road by bus or by car when there is a serious traffic jam—theoretically equivalent to the time from Chengdu to Mianyang. It seems as if the so-called development of the transportation network makes moving harder instead of easier. I should acknowledge that there have been improvements. But the problems following development usually seem to be more outstanding.

The day In April when I wrote this, construction of the second layer of the Second Ring Road was completed. It will be put into operation soon. How this big, ugly, and daylight-blocking structure will alleviate the city congestion, especially at peak hours, we can only wait and see.



Answer the Question!

readers tell all



How has the city construction affected your life in Chengdu? I am quite an indoor person. I live and work within the first ring road (I work in a building across street from where I live), and my social circles seldom summon me far away or outdoors. I thought the construction has nothing to do with me. Till the blocks of flying insects rushing through the window, and the polluted air sent me to the hospital respiratory department. Early this week, I have had a meeting with people flying from Paris, Ireland, Hong Kong, and Beijing. I was kind of shocked how much they complained about air quality and traffic in Chengdu. They stayed just for one day, and they were already had “enough”: queueing in the busy traffic, bad air, sounding car horn. They don’t think it’s a city the panda bear would like to live.

I hack more, there’s more dust in my house, and I actually go out of my way to take the metro if at all possible, because it just isn’t worth waiting 20 or more minutes just to get through the intersection at Wannianchang to get home. I think of Mumbai and wonder just how long it’d take Chengdu to get to that point.

Yes, a thousand times yes. Stuck in traffic everywhere because of the closed ring road even on my e-bike, dirty air filling up my lungs.

Things got a little bit more annoying. The noise level raised, so everything and everyone is louder. People tolerate and add more noise. There’s more pollution and more traffic. It affected me negatively because people I know live farther from each other and don’t want to leave their area of the city, so I don’t see them as often—only on special occasions. Meeting people now, professionally and just friends, is more difficult. You plan your life around spending less time in traffic, so you do less out of the home. I used to love taking taxis and now I hate it, for example.

It’s destroyed all my favorite running routes near my apartment, and now I sit around like a couch potato instead of venturing outside because even going out for a stroll is more of a stress-inducing headache than relaxing. Actually, I thought the roads were bad before the construction. This is just unimaginable. Unlivable, really. Every time I go out there, I actually cannot believe the conditions that we’re trying to live in.

How do you think the opening of the BRT and elevated second Second Ring Road next month will affect your life here? The preview is very fascinating. Let alone the side effect, the construction will bloom the city economy, and provide convenience for city life. Apart from that, I don’t have more expectations for now.

Hopefully, it’ll mean that it will once again take less than an hour to get into town from where we live outside the second ring. What I’m afraid it means, though, is simply different traffic, not less traffic, aiya. While Chengdu obviously needs better transportation infrastructure, I think that adding giant shadows to great swathes of an already shadowy city is a mistake. It affects the feel of a place. Do we really want more dystopian concrete jungle? What about this whole “garden city” propaganda that came out last year?

Hopefully a less tired fiancée as she works in the west and we live in the east.

I live near the Second Ring Road, so I expect the noise level to raise, and there’ll be more traffic in my neighborhood. The problem is although I’m near the Second Ring Road, the closest station will be almost a kilometer away because I’m between two stations. Maybe I’ll take it sometimes, but I hope more that I

can ride my bike under the layers to protect from the elements, but I’m not sure how it will work. Maybe also it will change my traffic habits—instead of going through the city I’ll go around it. It also makes me feel a little more like I’m living in Tokyo or Chongqing where life happens on several layers, and you have to start thinking on a 3D grid instead of 2D.

It’ll only create more traffic, not less, and the other ills that go along with traffic: more air, noise, and light pollution, less social interaction, more reliance on automobiles. *There will be a freeway encircling the city center, and in very close proximity to residential areas. Some people will have freeway-speed traffic flying by their eighth-story windows at all hours of the day and night. Yuck. Who wants any of that? In a time when developed nations are trying to move away from car culture, Chengdu is embracing it full on.*

Thanks to Hongxia.SONG, Df, and the other anonymous contributors who took time to answer the question!





the “best of” mega edition

While gearing up to celebrate our six-year anniversary, we decided to clean out our inbox. Guess what we found (again)? Quite a few strange e-mails that we’ve received over the years. Held in our Gmail archives for years, with various (and not always flattering) labels, these e-mails are just a selection of the most outrageous, funniest, and plain old confusing correspondence we’ve received. Now we’re sharing them with you. (All names have been removed to protect the “innocent.”)

#flattery

Hey listen, i just wanna say that i think you guys are doing a good job. I really think that if something in Chengsu sucks, or is badly organised, then say it like it is. We have enough banal “Chengdu people are easy-going and relaxed” puff pieces in this city (many from your two rivals). That doesn’t mean i dwell on the negative things here, but i appreciate reading about how something really is. I don’t know who the writer is who reported on [event] last night, but he/she is really enjoyable to read and writes well.

#pearlclutching

Hello, I just read the September edition of “Chengdoo City Life” magazine. ... Perhaps it was the quality of the first 90% of the content that made stumbling across “How to maintain a long-distance relationship” (p.35) that much more shocking and disappointing. It’s evident from the ‘Editor’s note’ and the fact that the author wasn’t willing to put her real name on the page that you conceived that this article would be extremely offensive. Your premonition was accurate. Honestly my entire impression of your magazine involuntarily went from ‘excellent’ to ‘scummy’ in less than



10 seconds. As a Christian, I can say that the content of that article flies in the face of some of my most deepest held beliefs. People are not animals. We’ve been made in the image of God and been given the gift of sex to exist safely and healthily in the context of the committed, selfless, and loving relationship of marriage.

Apart from the obvious lack of shame and decency it also serves to alienate a large portion of potential readership, namely the large Christian expat population here in Chengdu. I’d say turning off a large portion of readers (among whom are many business leaders) for the sake of one “edgy” article just doesn’t make business sense.



On that note, here is what I propose: 1. you write an apology concerning the said article in the next edition of your magazine and 2. you refrain from including similarly offensive material in any future publications. If a satisfactory response is not issued by your magazine, I’m prepared to personally go, magazine in hand, to your advertisers (I assume those with full-page ads give you the most money?) and give them a look at the content that’s included next to their companies logos. If they can’t read the English, my Mandarin is more than sufficient to explain the content and the impression it gives readers. I’m certain that most businesses will not be thrilled with how your magazine is representing them.

Honestly, I don’t want to bother you or your magazine. Believe me, I really have other important things to do with my time. However, if you refuse to exercise discipline and responsibility yourself (especially in such a public format), then others like myself will do our best to hold you accountable. Not only for our sakes but also for yours.

#RAGE

Hey, Since when do you ‘row’ a dragonboat? For 5 years, I paddled competitively in a recreational Dragonboat club. Te key word being ‘paddled’. If you want to ‘row’ you might do it in a scull or skiff, but in canoe, kayaks and Dragonboats, you must paddle!! It’s all about teamwork-if you aren’t paddling with your teammates, you are paddling against them.



PLEASE move these Ad’s in your classifieds that are not in the appropriate category, such as your most recent AD in JOBS OFFERED where some guy is advertising his tutoring service, therefore it should be in JOBS WANTED or SERVICES OFFERED. Maybe you can tell him IF I needed an English Tutor, it wouldn’t be him since he obviously cannot read English well enough to put his AD in the property category. ALL joking aside, maybe Ad’s should be approved by you before posting. Thanks.

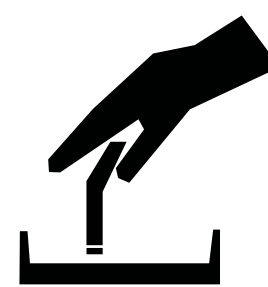
Whats wrong with you guys, my name is xxxxxx and this guy did so many bad things to me and i have the right to state my opinion, why are you protecting this guy from people stating opinion on here. I expect a reason for why this was removed and i am going to personal email your boss about this, this is another sickening Chinese cover up BS. We Teachers are being trampled on like garbage and we are all tired of it you are part of the problem since your not letting us speak our minds, If you are a foreigner your a traitor.

why you delete my post? give me a reason or i take this as some white people’s dogs wanna fuck with me. see who is the limp dick!

#suggest@chengdoo

I used your magazine exclusively during my trip to Chengdu. I prefer to use a local source, such as yourself, rather than the Lonely Planet because the places in the “bible” have now become over priced. Some suggestions: The cover makes no sense, three people with their eyes covered but it is much better than your competitor who has a guy with an ash tray on his head. I almost didn’t pick up either. You need to put a photo of something relating to Chengdu of interest to tourists. // Your heading Restaurants should have disclaimer like “Almost Western” or “Nice Try Western” // You may want to add where to purchase cheap used paperbacks. // Although you are probably sick to death of Pandas, most people come to Chengdu for that reason. You need a small section on how to get to both research centers and tips on what to do when there. Then you can add something on the cover like “Your guide to the Pandas” some where on the front cover.

Leaders of CHENGDOO, I feel sorry that I missed many good opportunities you offer because of your failure to notify me. Why? because all informations from you are by email. we do not check email every day or every single week. why not notify us by send message by phone? or I am exceptional. please notify me by mobile. No xxxxxxxxxx. I am partymaniack. please .send me messsge by mobile. your faithful



#hey man, we’re just a magazine

I am looking for a little local smoke, (i am from humboldt county), and i was wondering how to look that up on the chinese internet, forums, etc. it there some kind of code word, or could you all point me in the right direction?? your reply is greatly appreciated--]

Hiya - I’m wondering how do bands go about getting on your bill for next year- as I would love my band to play- were a English pop band - check out our myspace Kind Regards

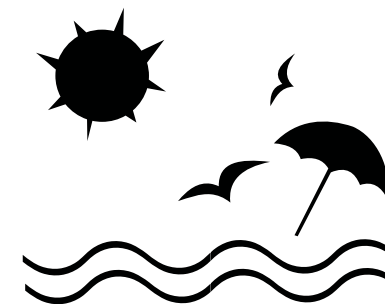
i want to buy nice febrics , shoes , cake decorating items , paper baking cups. can u help me finding shops in Chengdue for these products

okay... i know that you probaly dont get too many emails like this but i have been looking for an english speaking breakdancing school or tutor and out of the twohundred and forty seven websites i have looked on and the four magazines i have looked though i have found absolutely nothing. if you could find a breakdancing studio that is in cheng du then that would be very usefull and also dont tell me about the dangsters studio you already have on your website because i contacted them and oh!... guess what?!... they are in NAN PING

Ni Hao! I am an American, and I just saw a news story about Xiao Hua Yu and the Lucky Bag Company. I am searching for a website for the company, as I would love to be able to purchase some of her bags. My daughter, who is from China, also saw the story, and is very excited about the bags. Is there a website for Lucky Bag Company? If not, would it be possible to order some of the bags another way? I appreciate your assistance. Xie xie!

Hello My name is xxxxx and I would like to order for individual Chicken Caesar Salad Individual wrap in your restaurant for 150 people on 7th December and pick up time is 3pm and it’s for my Mom’s Birthday Party and it will be picked up by my courier agent and I am ready to pay the full payment with my credit card so get to me with the following information below.....
Pickup Address:
Personal cell #:
Total cost for the food:
Type of credit card:
Best Regards

i need to buy wedding decoration items such as backdrop decoration items, febric flowers, pillars for wedding decorations and led lights decoration. can u help me in finding shops for this items in Chengdue



Hi! my name is xxx, i am moving to cheng”doo” in 12 days (spring break, wahoo!) and there was just a few things in the magazine that i know that people LOVE but were not there... Ok, i know that alot of chinese teenagers are really interested in animations and would like to be able to draw like that but when they go to your magazine, OH NO! nothing is here... (gives up on my dream of becoming an artist) also i am really into break dancing, and about 3 days ago, my friend told me that there were people practicing all over my city! but there were no schools... GRAUGH! i think that in cheng du there might be schools but don’t know where to find them, (let alone one with an english speaking tutor) if you could find any information about schools for this that would be great for me. PS i am only 13 but still, this could help alot of people.

hi, I would like to check if u do glasses? recently my gf’ eyes are not good, so I would like to bring her to your clinic to check it up and get glasses for her. thanks

Hi My Name is xxx and i crossdress. as a woman i am not happy with my male boby i would like a sexchange please send me details pictures and costs Regards

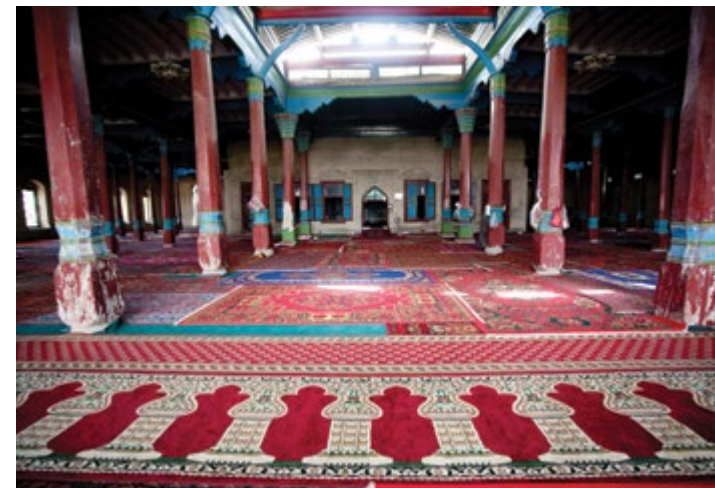
dear sir/madam i have a plan to travell to your beautiful country at agust 2011. can you make a itinerary for us wth schedule as below :
1. 28 agt 2011, we arrived at chengdu airport international, i hope you have a service to pick up us to a hotel.
2. 29 agt full day tour for chengdu exp. visit panda or your recomended tour for 2 days
3. 31 agt morning we want to jiuzhaigou and stay in there for a while maybe 2 day so i want full day tour to visit jiuzhaiguo around.
4. 02 sep we leave jiuzhaiguo to xian. please help me to calculate the best price you can give to us for :
1. full day chengdu dan pick up airport
2. minivan to jiuzhaiguo and full day tour at there.
3. meals (breakfast, lunch and dinner)
4. ticket for the entries tour places.
my group is 7 adult and 1 kid (5years). i hope you give me the best price as soon as possible. Thanks

I want to have driving lisen....how you can help me?



Xinjiang: South

Text and photos by Dan Sandoval



South of the grasslands of central Xinjiang, southern Xinjiang opens up to arid deserts and amazing mountainous landscapes. Coming from the north, you will have to drive through the mostly unchanging landscape of the Taklamakan Desert to get to the southern cities. Make a stop to walk among (and on, and leap off of) the sand dunes and, if you're lucky, spot a herd of wild camels making their way across the warm sands. At the southern end of the desert lies a place nicknamed Xinjiang's Grand Canyon. Walking through these enormous red rock canyons is like taking a step into a Martian landscape. The scale and scope of these canyons is remarkable, although one must be cautious due to flash floods during rainy weather.

As you leave behind the sand dunes, the first major settlement is the town of Hotan, home to a fairly traditional Uyghur population and a bustling street-food scene at night that offers a variety of Middle Eastern-style foods, from chicken and lamb kabobs to Xinjiang rice, as well as different desserts. The town is also known for a large market that sells local and Pakistani goods and caters far more to locals' day-to-day needs than to tourists.

Heading farther west, you eventually arrive in Kashgar, the well-known one-time major hub along the Silk Road and the westernmost city in China. The city is quickly becoming visually indistinguishable from most other Chinese cities as more tall buildings in typical contemporary architectural styles appear, and the ongoing demolition of the old areas underscores this fact. Nonetheless, walking around the old city is still a day well spent. With its unique architecture, language, and culture, Kashgar is distinct from China, and a visit is like leaving China without needing a stamp in your passport. The old town area is rather large and lies not far from one of the largest bazaars in the world, where goods like Turkish tea, locally grown raisins, and an assortment of souvenirs can be purchased. Unlike the market in Hotan, this *is* a tourist market, so buyer beware! Kashgar also holds a famous livestock market that usually occurs every Sunday.

Heading west from Kashgar you drive along the Karakoram highway (permit required) for breathtaking natural views of massive mountains and vast lakes. Ancient glaciers along the road seem just a stone's throw away, and the fresh frigid air forms a stark contrast to the warm, dry air of Kashgar. As you enjoy a lunch beside one of these crystal clear lakes, you can't help but think that it is the perfect way to finish off a Xinjiang adventure.

Photos provided by PureQuest Adventures. For more adventure ideas, please visit www.purequest.com.



BRT by Numbers

- Price to ride: **2 yuan** (full fare)
- Vehicle capacity: **180** passengers
- Average speed **26 kmph**
- **29.3**: The number of kilometers of the total journey
- Average time it takes to make one lap: Slightly more than **one** hour
- Average passenger capacity per station: **400**
- **300,000**: expected daily passenger capacity
- Average distance between stations: Approximately **1 kilometer**
- Maximum distance between stations: **2 kilometers**
- Minimum distance between stations: **500 meters**
- Total number of kilometers of new roadway laid for this project: **43.7**, making it the single largest municipal government-invested project to date



Station: Zijing Bei Lu 紫荆北路
From here, it's just a hop, skip, and jump away to the **Hollywood Square**, home to the **Zijing Cinema** and **Munich 1810**, or head east to the **Yulin Life Square** (玉林生活广场) with the Empty Bottle Bar and Music House. Go east for **Carrefour** and the adjacent A Boluza and Lain Guy, as well as Sabrina's and Peter's Tex-Mex. Go north for Machu Picchu and Mingtang BBQ and west for Little Bar, K Gallery, and A Thousand Plateaus Art Space.

Station: Hongpailou West 红牌楼西
Go east for the **Holiday Inn Hotel** and, in 2015, for the transfer station to **Metro Line 3**.



Station: Lidu Lu 丽都路
Off the station are the big complex of the **Chengdu Media Group** and the Huawei Complex. East of here lies the Ibis Hotel and the future transfer point for **Metro Line 5**.



Station: Rennan Flyover 人南立交桥东
Go south to change to **Metro Line 1** at the Tongzilin station, or swing by the Kempinski Hotel and Paulaner Bräuhaus, Sun Dynasty, Air China Tower, New Hope Tower, Manhattan Phase 1, Regal Master Building, the Thai consulate, Oakwood, the Music Box, Mandarin Club, and Chinese Corner. Need to cool off after that high-speed riding? Take a dip in the Orchard Villas' swimming pool. Go west to the Sultan, Casa Mosaico, Q's Café, Cru Wine Bar, Del Mar, and yet another Peter's Tex-Mex. Head north for the Bookworm, Grandma's Kitchen/Sunflower Cafe, the Shamrock, Tandoor, the Western Tower, and the consulates of Germany, Pakistan, and the United States of America. Or you could grab a bite at perennial favorites Tiantian, Yangyang, or, if you're feeling splurgy, Gingko, and then hop on **Metro Line 1** at the Nijiaqiao station (in case you need a quick escape). Alternatively, go east to Casa Mia numero dos.



Station: Shuangqiaozi South 双桥子南
Go west to **Carrefour** or east to **Tazishan Park** (塔子山公园).

Station: Niushikou 牛市口
Transfer to the Metro Line 2 Niushikou Lu station. There's a women and children's center here as well as lots of new real-estate projects under construction. The massive **International Commercial Complex** is scheduled to open here next year, and its adjacent towers will stand 280 meters tall, serving as a landmark for this area.

Station: Lianhua Xiaoqu 莲花小区
These residential-area stations are of little interest unless you live nearby, but in a couple of years it will be a transfer station to **Metro Line 6**.

Station: Wannianchang North 万年场北
Go south to the **MixC** shopping center or west to **Xinhua Park**.

Station: Wannianchang 万年场
Go east to **MixC** (万象城) or west to **Xinhua Park** (新华公园).

Station: Shuangqiaozi North 双桥子北
There's nothing more to add here that hasn't already been said for the Shuangqiaozi South station.

Station: Longzhou Lu 龙舟路
From here you can alight a number of buses heading out to **Sansheng Xiang** "Flower Town" (三圣乡).

Station: Chengren Bus Station 成仁公交站
Go north to access the intercity **Chengren Bus Station** or south to the original **Wanda Plaza** and all of its treasures, including **Ito Yokado**.

Station: East Lake Park 东湖公园
Go south to the surprisingly-nice-considering-its-surroundings **Donghu Park** or north to the **Wangjiang** ("River-Viewing") **Pavilion** and **Bamboo Park**.



Station: Kehua Lu 科华路
Go north for Grandma's Kitchen, Jellyfish, The Spot, Café Paname, and other fun in the **Blue Caribbean Square**, plus Cacaja, and Chengdu *laowai* classics like two Peter's Tex-Mexes, Sabrina's, Casa Mia—plus Sichuan University and the **Lippo Tower** (hello, Hooters). Go west to the **Wangfujing** Shopping Center or south to B&Q, Safari, or the Ibis Hotel. Then hold on because once you pass this area, there's not much sightseeing to be done.



2013 Lushan Earthquake Special

Interview with SQR head Peter Goff



Sichuan Quake Relief is a Chengdu-based, community-response NGO that formed in May 2008 in response to the Wenchuan earthquake, providing immediate relief as well as working on longer-term assistance projects west Sichuan. The organization also provided aid following the 2010 quake that hit the Yushu region of the Sichuan-Qinghai border.

Days after the Lushan quake, we sat down with SQR founder Peter Goff, who had gone to Lushan following the jolt and reported that search-and-rescue efforts were shifting toward relief work—providing the displaced with temporary shelter, food, water, and medical aid. Frequent and heavy aftershocks, landslides, and rain were causing logistical difficulties, especially in the most isolated parts that were cut off from road access.

At the time of writing, the quake and subsequent aftershocks had left nearly 200 people dead, around 20 missing, more than 11,000 injured (among which 1,000 cases were classified as severe), and 150,000 homeless.

Can you give us a general update on the situation in Lushan?

The lack of access is a bit frustrating. All the NGOs are waiting to get in. After the last experience they are well prepared, but the permits to go in will be restricted – I think there will be tighter restrictions [than in 2008] because of the potential for congestion and the extreme dangers going up there. You’re surrounded by mountains which must be four, five thousand meters high and with just straight cliff faces. The day I was there, two vehicles went off the edge, one excavator and one truck that was carrying some soldiers. And this was in dry conditions, so you can imagine what’s like when it’s wet up there.

Like in the 5.12 [May 12, 2008] quake, you have structural engineers going up there carrying three pots of paint, green, red, and yellow. If your house is OK, they paint it green, if it needs reinforcement, they splash it yellow, and if it has to come down they splash it red. Out of the 150,000 homeless some get the green splash, and they can move back in, and the ones with a red splash have to be rebuilt. This time they started putting up tents really quickly. In Lushan Middle School, they had them fully erected by Saturday night [the day of the quake]—200 tents, each accommodating

12 people or so. And that was one of eight tent centers in Lushan. Somewhere on the road between Ya’an and Lushan they have 60,000 tents, so there should be enough tents and enough medics on the road to help.

What is SQR doing at the moment?
While we’re waiting [to get in to assess the situation], we’re preparing hygiene packs like we did for 5.12. We take a plastic basin and fill it with detergents, hand wipes, soaps, toothbrushes and toothpaste, Band-Aids, plus things that are useful in a camping environment—strings, scissors, waterproof tape, disposable ponchos, candles, lighters. We can make any number of those—depending on what you put, they in probably cost less than RMB100 a pack. People can donate items or cash for those, but it should be noted that it is illegal in China to distribute used clothes—everything must be new.

What were the gaps in relief efforts following the Wenchuan quake?
Those things like hygiene products were a very obvious gap. The Red Cross fed everyone and provided water, but those things like hygiene and basic sanitation were not really taken care of. Any kind of rehabilitation—mental rehabilitation, building communities and temporary shelters was an important factor to get people into a more organized and positive life and entice them to improve their own quality of life and look after the most disadvantaged, the disabled, and the dislocated with a poverty-stricken background.

What major projects were you able to complete?
We set up a community center in the old earthquake area and a school, which runs by itself and doesn’t need too much day-to-day care, we’re just on the board to advise. In the community center we run development projects and grassroots NGO incubation and cultivation projects.

Since 2008, SQR ran through three stages. The first year after the Wenchuan quake was helping with emergency relief. Then in years two and three we dealt with people in temporary tent villages and tried to improve their lives with physical and mental rehabilitation, sanitation, and education projects. And when people moved back into permanent dwellings in the fourth and fifth years, we did grassroots incubation—training people with disabilities and giving them microloans so they could set up their own businesses.

The 5.12 network was quite active in training people in civil society development and NGO activity. Where these people are working, what their projects are doing now, I’m not sure, but they will probably get involved in this. It probably needs the same coalition like the last time, but the scale is obviously a lot smaller.

How long did it take to build houses and reinstall infrastructure?
Last time, the lucky ones were back in their house 18 months to two years after, and the unlucky ones three to four years—but there are still people not in houses. After three

years they took down temporary shelters regardless if they had homes to go to or not. Because there were enough houses in the area, people who didn’t have homes could at least rent rooms in somebody else’s house. Back then Sichuan kind of benefited from the government’s stimulus package. In Lushan, obviously, the infrastructural damages are not on the same scale. You can drive 10 to 15 minutes from Lushan, and there is no damage whatsoever, but then you get into the area that’s obviously stricken, but it’s not as widespread as last time.

Does it even make sense to rebuild in a quake area if there’ll just be more quakes?
Last century there were several quakes in the area, and next century there will be quakes in the area. The fault line runs right down to Yunnan and up to Qinghai. So it’s extremely likely there will be a bigger quake in the next 20 years. What do people do? In Beichuan they decided that building in that landscape was a bad idea initially and moved 25km down the river. But that option doesn’t really present itself here because most of the people affected are farmers. If you’re a 50-year-old farmer with



nothing but an acre of land or two, what are you options? I don’t know what [the authorities are] going to do in terms of the bigger picture.

I guess you can take some confidence out of the fact that the schools built after 2008—the Lushan Middle School, for example—1,600 kids walked out in 20 seconds without one scratch [the incidence of school buildings collapsing in the 2008 quake was infamously and disproportionately high]. So there is truth that buildings kill people, not earthquakes. If they are rebuilding properly there don’t have to be future fatalities.

[We were able to call the people] at a library we donated to a temporary school in Baoxing. They remembered us from before and told us that the rebuilt school stayed up along with all the rebuilt schools stood up in the area. But Baoxing wasn’t the worst hit part—I imagine that there were houses that came down twice [once in 2008 and again in 2013].

Who is behind SQR currently?
If you’d asked me that on Friday, I’d have said no one. There are a few people, Catherine [Platt, “Found in Translation” columnist

and active member of the Chengdu expat community] and me, who are still working on it every week.

How do you ensure transparency?
We’ve got a committee. Last time the treasurers in the chambers of commerce supervised all incoming and outgoing money. For the moment, I don’t have that problem, because there is no money yet. But once there is, I will do something similar. When we work with multiple organizations, like the chambers of commerce and Chengdu International Women’s Club, the Rotary Club, they all have their own internal sort of reporting systems, and they have their treasurers, so there are checks and balances in that alone.

We also appoint someone who’s not involved with any those to supervise the finances. As much as possible, we try to link the donor with a specific project. For example, if a significant donor would come, we would ask them to buy the tents and pay the factory directly. That way we don’t touch the cash at all. We also tried to document what all the different NGOs and relief groups were doing and what their contacts are so that we can better coordinate them and match donors to projects. Sometimes other NGOs come in and we help them and do logistics and provide them with a driver and translator and access. It worked last time, and that’s why I guess people are offering to help us this time.

On that note, how can concerned citizens help? Is the best way just donating money?
We could have Chengdu-based volunteers later. But it won’t be getting on a truck and going up for 48 hours [like some volunteers did last time], it could be fundraising, updating Web sites. Quite a few people who were living here in 2008 are now scattered around the world and are starting fundraising initiatives.

The events at the Bookworm [the barbecue and concert as well as the Des Bishop comedy night] are raising a bit of money and initial awareness, and then people and start to get together and discuss options—different groups are doing different things. In terms of funding we recommend people coordinating projects to wait a bit, see what the state is going to do, what the Red Cross is going to do, and what the other NGOs are going to do. And we’ll see what gaps appear and fill those gaps. But that won’t become apparent before a couple of weeks, and we move on from that point.

For more information on Sichuan Quake Relief’s work, status updates, and donations information, visit <http://sichuan-quake-relief.org>



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