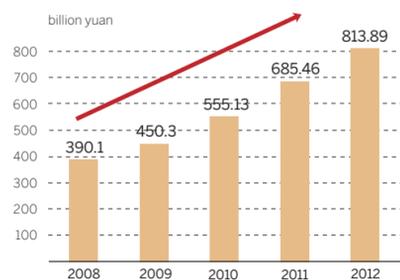


# AT A GLANCE

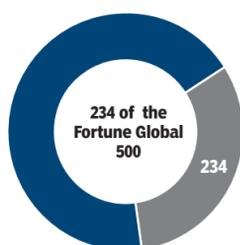
## GDP



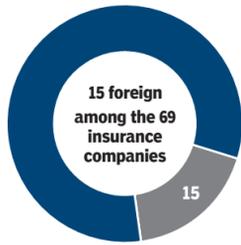
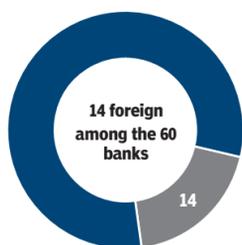
2012:

- Domestic investment (attracted): 319.8b yuan, up 24.7 percent.
- Foreign investment (utilized): \$8.59b, up 31 percent.
- Trade: \$47.54b, up 25.5 percent.
- Disposable income per capita: 27,194 yuan, up 13.6 percent.

## FOREIGN INVESTMENT:

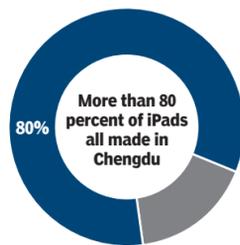
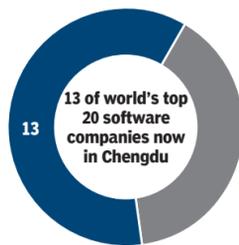


234 of the Fortune Global 500 now in Chengdu including Volkswagen, Toyota, Royal Bank of Scotland, Intel, Maersk



## KEY INDUSTRIES

IT  
Total income 2012: 300b yuan  
up 58.27b yuan



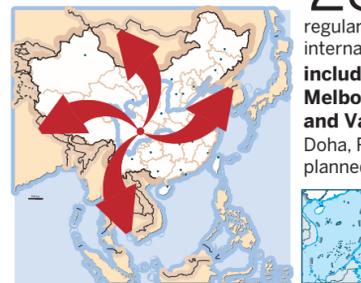
## TRANSPORT



**Shuangliu Airport:**  
China's top four and biggest in the west  
Total number of passengers (inbound and outbound) in 2012:

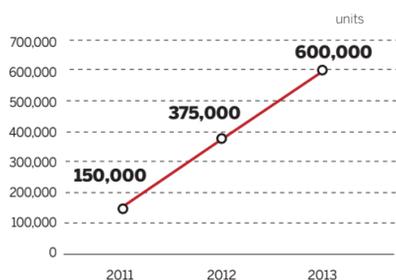
31.59 million

28 regular direct international routes including Amsterdam, Melbourne, Bangalore and Vancouver Doha, Paris and London planned in 2013



## CAR PRODUCTION

2011  
150,000 UNITS  
2012  
375,000 UNITS  
2013  
projected more than  
600,000 UNITS



Asia's biggest railway container terminal



**Aug 2012**  
Asia-Europe freight train from Chengdu to Duisburg began operation, reaching Germany in 16 days.

Source: Sichuan Daily and West China City Daily  
GRAPHICS BY ZHOUYANG / CHINA DAILY

# Western hub for transport and logistics

By LI FUSHENG  
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Travelers in Sichuan province are now finding it easier to visit Australia after the local carrier Sichuan Airlines inaugurated a direct route from the provincial capital Chengdu to Melbourne on Feb 28.

Travel time has been slashed to just over 10 hours as passengers are spared the previous flight transfers at airports in Beijing, Shanghai or Guangzhou.

Departing at 00:30 am Beijing time and arriving at 2:10 pm in Melbourne, travelers can start their business or sightseeing activities right after landing in the second-most populous city in Australia.

The Chengdu-headquartered carrier has three flights a week on its wide-body Airbus A330.

It also offers international onboard meals with both spicy Sichuan cuisine and Western-style desserts.

The route, the first to connect western China and Australia, will also benefit travelers from neighboring Guizhou, Yunnan, and Shaanxi provinces, the Tibet autonomous region, and Chongqing municipality, said the airline.

As both Chengdu and Melbourne are regional economic centers and tourist destinations, flights between the two cities are expected to boost the development of both and

strengthen mutual bonds, the company said.

The flights will also play a role in promoting economic and cultural exchanges between western China and Australia as a whole, it added.

To facilitate travel by local residents, the Australian government plans to establish a consulate in Chengdu this year.

The addition will make Chengdu the fifth city in China with an Australian diplomatic mission after Beijing, Shanghai, Guangzhou and Hong Kong.

In addition to the Chengdu-Melbourne route, Sichuan Airlines is planning to start one or two routes to Europe or America. The moves will help consolidate Chengdu's position as a vital air transport hub in western China, said a local transport official.

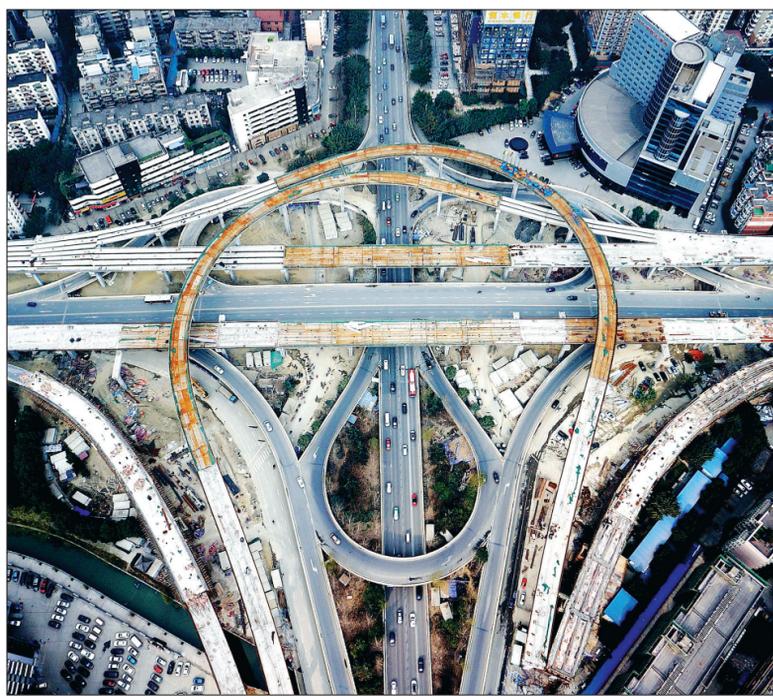
With 138 domestic and 50 international routes, it boasts the most extensive network among airports in central and western China.

Passengers can travel to 94 Chinese cities and 46 overseas destinations from the airport, with non-stop routes to Doha, Paris and London planned.

Statistics show that Chengdu Shuangliu International Airport handled 31.59 million passengers in 2012, up from 29.07 million in 2011, ranking it the fourth-busiest airport in China.

### Land transport

The city also boasts an



PROVIDED TO CHINA DAILY

**As a key transport hub in western China, the city has advanced railway and road networks reaching across the country and even into Europe.**

advanced land transport system of railway and road networks.

A major railway hub and the home to Southwest China's rail administration center, Chengdu is the terminus for four major railways that stretch to Chongqing, Baoji in Shaanxi province, Kunming in Yunnan province, and Dazhou in Sichuan province.

The city also has a high-speed railway to its satellite city Dujiangyan.

New lines under construction include one linking Chengdu and Chongqing expected to begin service in 2014 that will cut travel between the two cities to less than one hour, said local railway authorities.

Chengdu has played an increasingly prominent role in cargo transport as the starting point of cargo lines to Shanghai, Guangzhou, Nanjing, Xuzhou, Ningbo, Lanzhou

and Lianyungang across the country.

It is also home to one of the 18 container stations operated by the Ministry of Railways in the country.

Covering more than 140 hectares, the station was put into use in early 2010.

Built to have annual handling capacity of 26.26 million tons, it is said to be the largest in Asia.

Logistics parks built around the station link to at least 55 cities. Improved logistics will help local businesses cut their shipping costs by some 30 percent, according to a local newspaper.

The rail network is even stretching outside China into Europe.

In 2012, a freight route linking Chengdu and Duisburg, an industrial city in western Germany, opened to traffic. Local products can now be shipped to Germany within 16 days. Later that year, InterRail and

China Railway International Multimodal Transport Co Ltd began a pilot route connecting Chengdu to Lodz, the third-largest city in Poland.

Chengdu also boasts a well-developed road network with national-level expressways extending out to Shanxi and Yunnan provinces, the Tibet autonomous region and Chongqing.

It also has expressways to cities within Sichuan province including Leshan, known worldwide for its Buddha statues.

Traveling within the city itself is eased by a well-developed ring road system and efficient public transport.

Thanks to Chengdu's enhanced transport infrastructure and geographical location, some 50 modern logistics companies including UPS, DHL and Maersk had set up offices in the city by early March.

# Chengdu: New growth strategy

FROM PAGE 17

These connections with the world are being operated by a new generation of English-speaking managers. There were 310,000 new workers with college credential in Sichuan in 2012.

While across the country, there will be almost 7 million in 2013, which is more than enough to fill in the vacancies in whatever new industries emerge.

Domestically, Chengdu is a logistics center for China's southwestern provinces.

It also houses a huge variety of agricultural and mining products. Building industrial strength is one of the easiest among all of Chengdu's developmental tasks.

Continuing to build houses and all public infrastructures is also relatively easy. There are standard ways to raise capital and implement plans.

But neither industry nor public infrastructure can be put to a good use unless the local people are willing to spend more money on new products and services.

The entire nation faces the same challenge. Domestic consumption is increasingly becoming the primary driver of sustained growth. Growth in global demand for Chinese products has been sluggish since the outbreak of the financial crisis in 2008, and recovery has been slow.

Meanwhile, China's wages have been on the rise together with yuan's exchange rate against other major currencies in the world.

Over the past couple of years, the government has designed many incentives for consumers to spend more, including short-term subsidies and more-extensive social security networks.

But there is one thing that officials cannot design — a cultural mix that rewards private entrepreneurship and equally creative consumer pursuits. This is where Chengdu can set an example for the whole China.

The city and Sichuan province are known in China to have a tradition that stresses a balance between work and leisure.

Chengdu's people strive for productivity while retaining a love for nature, and on a more philosophical level, they seek to find a middle ground between goal-oriented Confucianism and the spirituality of Buddhism and Taoism.

This tradition is still vividly alive in Chengdu — just like its folksy teahouses that coexist with high-tech factories and glass office towers.

With proper planning and sustainable development, Chengdu is on the right track to once again becoming a "consumers' paradise" as it was in the old days.

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