

Lockdown Operation

封關運作

Brief introduction to the lockdown operation

封關運作簡介

The lockdown operation is a landmark and fundamental project for the construction of the Hainan Free Trade Port, and Hainan Province has classified this as its “No.1 project”. The lockdown operation is to build the whole of Hainan Island into a customs supervision area, forming a special area “ within the borders, but outside the customs area”, so it can also be summarized as “ opening the first tier, controlling the second tier and trading freely in Hainan Island”.

“**Opening the first tier**” refers to “first tier ports” (i.e. open ports) strengthening the safety supervision of entry and exit foreign ports and implementing list management. The free entry and exit of cargo and goods that are outside the list can make a more free and convenient trade. “**Controlling the second tier**” refers to the “second tier ports” implementing tax and license inspection and supervision on cargo and goods from the Hainan Free Trade Port to the mainland, and preventing the smuggling risk and tax evasion risk caused by the “differential” in tax system and trade control. “**Trading freely in Hainan Island**” means that the goods can enjoy preferential policies such as zero tax in Hainan Island.

As the main channel for the entry and exit of the Hainan Free Trade Port, Meilan Airport undertakes nearly one-third of the passenger traffic of the whole of Hainan Island, while has the functions of “ first tier ports” and “second tier ports”. **On the one hand**, Meilan Airport can enjoy the benefits after the implementation of various policies after the lockdown operation, and further expand the market and scale. **On the other hand**, as a unit directly facing passengers and cargo owners, Meilan Airport also bears **the pressure of port inspection mode adjustment**. In addition to ensuring proper management, it also considers the experience of passengers or cargo owners at the Hainan Free Trade Port to ensure safe and rapid customs clearance.

The lockdown operation project of Meilan Airport includes a total of 6 points, which are Terminal 1, Terminal 2, the former international terminal building, west cargo station, east cargo station and customs second office building, namely the “three terminals, two stations and one center”. The “third terminals” are for passenger flow, the “two stations” are for cargo logistics, and the “customs monitoring center” is for information flow. The overall renovation area involved in the project is 6,517.88 sq.m., including civil construction, strong and weak electricity and decoration and renovation, and adding CT machines, millimeter wave checkers and other inspection equipment. In this regard, with the strong support of the Hainan Provincial Committee of CPC and the Provincial Government and authorities at all levels, Meilan Airport has set up a special team for lockdown operation, starting from the four stages of “mode design”, “hardware transformation”, “software preparation” and “lockdown operation open”, and gradually advancing.

封關運作是海南自貿港建設的標誌性和基礎性工程，也是海南省的「一號工程」。所謂的封關運作，就是將海南全島打造成一個海關監管區域，形成「境內關外」的特殊區域，因此也可以把封關運作概況為「一線放開，二線管住，島內自由」。

「**一線放開**」指的是「一線口岸」即對外開放口岸，強化進出境國門安全監管，實行清單管理，清單外貨物、物品自由進出，貿易更加自由便利。「**二線管住**」指的是「二線口岸」對從海南自由貿易港進入內地的貨物、物品實施稅收和證照查驗監管，防範稅制、貿易管制等方面「台階差」引發的走私風險和偷稅漏稅風險。「**島內自由**」指的是在島內可以享受零關稅等優惠政策。

美蘭機場作為進出海南自貿港的主要通道，承擔著全島近三分之一的旅客流量，同時具備著「一線口岸」和「二線口岸」功能。一方面，美蘭機場可以享受封關運作後各項政策落地後的紅利，進一步拓寬市場和規模；另外一方面，作為直面旅客和貨主的單位，美蘭機場還承擔著**口岸查驗模式調整的壓力**，除了要確保管得住，還要考慮到旅客或者貨主對海南自貿港的體驗，能否安全、快速地通關。

美蘭機場封關運作項目包含一號航站樓、二號航站樓、原國際航站樓、西貨運站、東貨運站、海關第二辦公大樓共6個點位，即「三樓兩站一中心」，「三樓」面向旅客流，「兩站」面向貨物流，「海關監控中心」面向信息流。項目涉及的整體改造面積為6,517.88平方米，包含土建、強弱電、裝修改造等內容，增設CT機、毫米波檢查儀等查驗設備。對此，在海南省委省政府和各級單位的大力支持下，美蘭機場成立了封關運作工作專班，從「模式設計」、「硬件改造」、「軟件籌備」、「啟動封關」四個階段着手，逐步推進。

Progress of the lockdown operation project of Meilan Airport

美蘭機場封關運作項目進展

At present, an innovative supervision model based on credit and big data analysis has been initially formed to realize the “one-time pass, two screens in one, no feeling of customs clearance”. The model takes institutional innovation and process innovation as the core, credit management and big data analysis as the focus, and replaces the “tangible supervision process” with “intangible hands”. Based on complying with the regulations and standards of customs supervision and civil aviation security inspection, Meilan Airport guides independent declaration through credit management and actively cooperates with customs supervision to reduce interference with creditworthy personnel and units and improve the traffic experience of the Hainan Free Trade Port. Through big data analysis, Meilan Airport will study and judge high-risk personnel, give early warning in advance, and pre-regulate supervision gates to improve the pertinence of customs supervision.

This model can be replicated and promoted. At present, all three airports in Hainan Island have been unified, and the port’s “second tier ports” inspection model has also been used.

There is a clear model design, which makes the lockdown operation of Meilan Airport more convenient to promote hardware transformation and information construction. Among them, the “hardware transformation” section of the project officially commenced construction on 31 May 2023, which is the first aviation port facilities project of the Hainan Free Trade Port of lockdown operation. As of 31 December 2023, the progress of the civil construction and weak current engineering were fully completed at 6 construction points. All hardware equipment has been procured, and all of them have been delivered and the installation has been completed.

目前已初步形成了建立基於信用與大數據分析的創新監管模式，實現「一次過檢，一機雙屏，無感通關」。該模式以制度創新、流程創新為核心，以信用管理和大數據分析為抓手，用「無形的手」代替「有形的監管流程」。在符合海關監管與民航安檢的規章標準基礎上，通過信用管理引導自主申報、主動配合海關監管，降低對信用良好人員及單位的干預，提高海南自貿港的通行體驗。通過大數據分析研判高風險人員，提前預警，前置監管關口，提高海關監管的針對性。

該項模式可複製、可推廣，目前全島3家機場已經全部統一，港口的「二線口岸」查驗模式也進行了借鑒。

有了清晰的模式設計，這使得美蘭機場封關運作推動硬件改造及信息化建設更加得心應手。其中項目「硬件改造」部分於二零二三年五月三十一日正式開工，是海南自貿港首個封關運作航空口岸設施項目。截至二零二三年十二月三十一日，6個施工點位土建及弱電工程施工進度完成100%。所有硬件設備完成採購，設備已全部到貨，設備安裝完成100%。



The staff showed the reporter the simulated inspection of abnormal situations
工作人員向記者展示模擬檢查異常情況



The staff simulated the check of handheld luggage of passengers
工作人員模擬旅客手提行李的查驗



The lockdown operation project of Meilan Airport generally adheres to the following four principles:

美蘭機場封關運作項目總體堅持以下四項原則：



“Proper management” 堅持「管得住」

While ensuring free circulation, it is also necessary to manage people and goods. Meilan Airport will properly manage the aviation security of the CAAC and the customs.
在保證自由流通的同時，也要管住人與物。民航局空防安全要管住，海關也要管住。



“Differentiation” 堅持「差異化」

Through the application of new technologies and big data analysis, different inspection measures are taken for different types of passenger items and goods to improve the pertinence of inspection and travel comfort.
通過新技術應用與大數據分析，對不同類型的旅客物品、貨物採取不同的檢查措施，提高檢查針對性和出行舒適性。



“Intensification” 堅持「集約化」

Using the existing control team, security inspection channel, X-ray machine and other hardware of the airport to formulate a complete set of control procedures under the mode of customs supervision to avoid repeated construction and reduce equipment transformation and personnel investment.
利用機場現有管控隊伍、安檢通道、X光機等硬件，在符合海關監管的模式下，制定一整套管控程序，避免重複建設，減少設備改造和人員投入。



“Moderate advance” 堅持「適度超前」

Anchoring the overall goal of completing the lockdown operation in 2025, deploying equipment and facilities in advance that are in line with the trend of the times to avoid the problem of falling behind quickly after investment.
錨定二零二五年封關的總體目標，提前部署符合時代潮流的設備設施，避免投入即落伍的問題。



With the successive implementation of relevant policies, the lockdown operation in Hainan Province will be as follows:

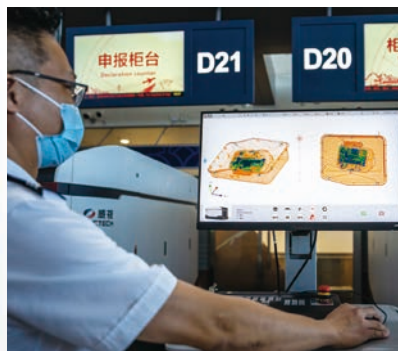
海南省封關運作在即，隨著相關政策的陸續落地，將：

Benefiting to driving the growth of the aviation logistics business: After the lockdown operation, most of the imported goods (other than the catalogue of duty-paid goods) of the Hainan Free Trade Port are exempted from tax. Goods outside the prohibited and restricted list can be freely imported and exported, and the trade between Hainan and the world will be more frequent, which will promote the prosperity and development of import and export trade. This will promote more participation in the international division of labour in Hainan, which will be conducive to advancing the development of the aviation logistics industry of Meilan Airport and driving the rapid growth of the freight business of Meilan Airport.

Benefiting to improving the business environment of Hainan: The imported goods can enjoy tax-free treatment in Hainan, so consumers in Hainan Island can purchase international goods at a lower price. The opening up of personnel will also help implement a more open sign-free policy for more countries, and more foreign talents will go to Hainan to carry out business, tourism and other activities. Overseas bonded imported goods with value added exceeding 30% (inclusive) processed at the Hainan Free Trade Port shall be exempted from import customs duty for domestic sales. In the future, after the lockdown operation, zero tax, low tax rate and simple tax system will be implemented. The implementation of a series of policies after the lockdown operation will greatly improve the business environment of Hainan and attract more business entities to set up companies in Haikou. The business dealings of the global and mainland people with Hainan will be more frequent and closer, which is conducive to driving the growth of the passenger aviation market of Meilan Airport.

有利於拉動航空物流業務增長：封關運作後，海南自貿港的絕大多數進口商品(徵稅商品目錄以外)均免關稅。禁限類清單以外的貨物可以實現自由進出，海南與世界各地的貿易將更加頻繁，促進進出口貿易繁榮發展，促使海南更多地參與到國際分工中，將會有利於促進美蘭機場航空物流產業的發展，拉動美蘭機場貨運業務快速增長。

有利於改善海南的營商環境：進口商品進入到海南可以享受免稅待遇，因此，島內消費者可以以較低價格購買國際商品；人員開放也將面向更多國家實行更加開放的免簽政策，將會有更多的外來人才到海南開展商務、旅遊等活動；境外保稅進口料件在海南自貿港加工增值超過30%(含)的貨物，內銷時免徵進口關稅；未來封關後將實施零關稅、低稅率、簡稅制，封關後一系列政策的實施，都會極大改善海南的營商環境，吸引更多經營主體來海口設立公司，全球與內地人群與海南商務往來將更加頻繁和密切，有利於拉動美蘭機場客運航空市場的增長。



On-site demonstration of CT machine by the staff
工作人員現場演示CT機



The staff simulated the check of handheld luggage of passengers
工作人員模擬旅客手提行李的查驗



DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

EXECUTIVE DIRECTORS

Mr. Wang Hong, aged 56, obtained a bachelor's degree from Central China Normal University (華中師範大學) in human resources in July 2007. He is currently the Chairman, President and an Executive Director of the Company. From August 1985 to January 2003, he successively worked as a wireless correspondent at Yichang Station of Civil Aviation (民航宜昌站), the project leader of construction headquarters of Yichang Sanxia Airport (宜昌三峽機場), the deputy director and then the director of the command center of Yichang Sanxia Airport (宜昌三峽機場), the manager of Ground Service Branch of Yichang Sanxia Airport Co., Ltd. (宜昌三峽機場有限責任公司地勤服務分公司) and the director of the command center of Yichang Sanxia Airport Co., Ltd. (宜昌三峽機場有限責任公司). He also successively held various positions in Yichang Sanxia Airport Co., Ltd. (宜昌三峽機場有限責任公司), as the assistant to the general manager, the deputy general manager, the general manager and then the chairman of the board from January 2003 to July 2017. From July 2017 to March 2018, he successively served as the president of Sanya Phoenix International Airport Co., Ltd. (三亞鳳凰國際機場有限責任公司) and the deputy head of the South China Sea modern logistics preparation working group of HNA Modern Logistics Group Co., Ltd. (海航現代物流集團有限公司). He worked as the deputy general manager of the Parent Company from March 2018 to July 2019, and has served as the general manager of the Parent Company from July 2019 to June 2022 and the chairman of the Parent Company since 27 June 2022. He has been re-appointed as the President of the Company since 25 March 2022, an Executive Director of the Company since 25 May 2022 and the Chairman of the Company since 6 June 2022.

執行董事

王宏先生，56歲，於二零零七年七月於華中師範大學取得學士學位，主修人力資源專業。彼現任本公司董事長、總裁兼執行董事。彼曾自一九八五年八月至二零零三年一月先後擔任民航宜昌站無線通信員，宜昌三峽機場建設指揮部項目負責人，宜昌三峽機場指揮中心副主任、主任，宜昌三峽機場有限責任公司地勤服務分公司經理以及宜昌三峽機場有限責任公司指揮中心主任。彼曾自二零零三年一月至二零一七年七月先後擔任宜昌三峽機場有限責任公司總經理助理、副總經理、總經理、董事長。彼自二零一七年七月至二零一八年三月先後擔任三亞鳳凰國際機場有限責任公司總裁，海航現代物流集團有限公司南海現代物流籌備工作組副組長。彼自二零一八年三月至二零一九年七月擔任母公司副總經理，自二零一九年七月至二零二二年六月擔任母公司總經理，自二零二二年六月二十七日起擔任母公司董事長。彼自二零二二年三月二十五日獲重新委任為本公司總裁，自二零二二年五月二十五日獲重新委任為本公司執行董事及自二零二二年六月六日獲重新委任為本公司董事長。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

Mr. Ren Kai, aged 39, obtained a bachelor's degree from Hainan University (海南大學) in July 2009, majoring in accountancy. He is currently an Executive Director and the chief financial officer of the Company, and members of the Remuneration Committee and the Strategic Committee. From July 2009 to July 2011, he successively served as the audit assistant and the manager of PricewaterhouseCoopers. From July 2011 to January 2013, he served as the deputy financial manager of China Great Land Holdings Ltd. (Hainan Company) (新加坡華地控股有限公司(海南公司)). From January 2013 to March 2016, he served as the head of the finance department of Hainan Yangpu Development and Construction Holdings Co., Ltd. (海南省洋浦開發建設控股有限公司). From March 2016 to August 2019, he served as the head of and the section chief assistant of the finance department of Hainan Development Holdings Co., Ltd. (海南省發展控股有限公司) ("Hainan Development Holdings"). From August 2019 to July 2020, he served as the chief financial officer (section chief assistant level) of Hainan Holdings Energy Co., Ltd. (海南海控能源股份有限公司) (formerly known as "HaiNan Tihierg Co., Ltd. (海南天匯能源股份有限公司)", listed on the National Equities Exchange and Quotations, stock code: 833042). From May 2020 to May 2021, he also served as a director and chief accountant (section chief assistant level) of Hainan Development Holdings Nanhai Co., Ltd. (海控南海發展股份有限公司) (listed on the Shenzhen Stock Exchange, stock code: 002163.SZ). From May 2021 to June 2022, he successively served as the section chief assistant of the finance department of Hainan Development Holdings, the director of Hainan Development Holding Real Estate Group Co., Ltd. (海南發展控股置業集團有限公司), the director and chief financial officer of Haikou Airport Aircraft Maintenance Engineering Co., Ltd. (海口空港飛機維修工程有限公司) and the director of Hainan Basuo Port Limited (海南八所港務有限責任公司). Since June 2022, he has been serving as the chief financial officer of the Parent Company. Since September 2022, he has been serving as a director of Hainan Ruigang Logistics Co., Ltd. (海南瑞港物流有限公司). He has been serving as the chief financial officer of the Company since September 2022, and an Executive Director of the Company since November 2022.

Mr. Xing Zhoujin, aged 58, graduated from the Anhui Normal University (安徽師範大學), in Wuhu, Anhui Province, the PRC, majoring in financial management in July 1985. He also has a bachelor degree in laws and a title of economist. Mr. Xing has served as the company secretary of the Company since 25 August 2009. He was also re-appointed as an Executive Director of the Company in October 2021. Mr. Xing served as the section chief of personnel division and office director of Sanya Airport and Meilan Airport. He has been engaged in the management and operation of the Company since 2002 and fully participated in the listing of H shares of the Company and worked as the secretary to the board of directors of the Parent Company. He has also been responsible for handling the results disclosure and daily affairs of the Board after the listing of the Company.

任凱先生，39歲，於二零零九年七月獲得海南大學學士學位，主修會計學專業。彼現任本公司執行董事及財務總監，並擔任薪酬委員會和戰略委員會委員。彼曾自二零零九年七月至二零一一年七月先後擔任普華永道會計師事務所項目審計助理、經理。彼曾自二零一一年七月至二零一三年一月擔任新加坡華地控股有限公司(海南公司)財務副經理。彼曾自二零一三年一月至二零一六年三月擔任海南省洋浦開發建設控股有限公司財務部主管。彼曾自二零一六年三月至二零一九年八月擔任海南省發展控股有限公司(「海南發展控股」)財務部主管、部長助理。彼曾自二零一九年八月至二零二零年七月擔任海南海控能源股份有限公司(前稱為「海南天匯能源股份有限公司」，於全國中小企業股份轉讓系統上市，股票代碼：833042)財務總監(部長助理級)。彼亦曾自二零二零年五月至二零二一年五月擔任海控南海發展股份有限公司(於深圳證券交易所上市，股票代碼：002163.SZ)董事、總會計師(部長助理級)。彼曾自二零二一年五月至二零二二年六月先後擔任海南發展控股財務部部長助理，海南發展控股置業集團有限公司董事，海口空港飛機維修工程有限公司董事、財務總監，海南八所港務有限責任公司董事。彼自二零二二年六月起擔任母公司財務總監。彼自二零二二年九月起擔任海南瑞港物流有限公司董事。彼自二零二二年九月起擔任本公司財務總監，自二零二二年十一月起擔任本公司執行董事。

邢周金先生，58歲，於一九八五年七月畢業於位於中國安徽省蕪湖的安徽師範大學經濟管理專業。彼亦擁有法學學士學位和經濟師職稱。邢先生自二零零九年八月二十五日起擔任本公司之公司秘書，及於二零二一年十月獲重新委任為本公司執行董事。邢先生曾擔任三亞機場和美蘭機場人事處處長、辦公室主任等職務，自二零零二年起即開始從事本公司的治理和運作工作，並全程參與了本公司的H股上市發行工作，同時還擔任了母公司的董事會秘書。彼亦於本公司上市後負責業績披露及董事會日常事務的處理工作。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

NON-EXECUTIVE DIRECTORS

Mr. Wu Jian, aged 46, obtained a master's degree from Beihang University (北京航空航天大學) in June 2016, majoring in software engineering. He is currently the assistant to the president of the Parent Company. From July 1999 to August 2000, he served as the technical engineer of the Parent Company. From April 2001 to July 2008, he served successively as the system maintainer of the customer service department, the development engineer of the application development department, the system engineer of the operation guarantee department, the configuration administrator of the technical support expert group, the service planning administrator of the service planning centre and the service support manager etc. of Hainan HNA Aviation Information System Co., Ltd. (海南海航航空信息系統有限公司) ("**Hainan HNA Information**"). From July 2008 to May 2009, he served successively as the manager of the service support centre of the service operation department and the manager of the service operation department of Hainan HNA Information. From May 2009 to November 2010, he served as the general manager of IT service business department of Hainan HNA Information. From November 2010 to July 2011, he served as the general manager of the information management department of HNA Airport Group Limited (海航機場集團有限公司) ("**HNA Airport Group**"). Concurrently, from November 2010 to December 2011, he also served as the assistant to the executive officer of Hainan HNA Information. From July 2011 to February 2012, he served as the deputy leader of the HNA Smart Airport leading group and the standing office director of HNA Airport Group. From February 2012 to July 2012, he served as the general manager of the operation management department of HNA Airport Group. From July 2012 to November 2012, he served as the deputy general manager of the airport business department of HNA Infrastructure Industry. From November 2012 to March 2013, he served as the manager of the intelligent construction centre of airport management business department of HNA Industry Holdings (Group) Co., Ltd. (海航實業控股(集團)有限公司). From March 2013 to January 2018, he served as the vice president of the Company. From October 2017 to March 2018, he served as the executive Director of the Company. From September 2017 to April 2018, he served as the vice president of Hainan Traffic & Service Co. Ltd. (海南航旅交通服務有限公司). From April 2018 to July 2020, he served as the vice president and the general manager of the smart airport management department of HNA Airport Group from July 2020 to December 2021, he has been serving as the assistant to the president of HNA Airport Group. He has been serving as the assistant to the president of the Company from December 2021 to July 2023, the vice president of the Company since July 2023 and a Non-executive Director of the Company since March 2022.

非執行董事

吳健先生，46歲，於二零一六年六月於北京航空航天大學取得碩士學位，主修軟件工程。彼現任母公司總裁助理。彼曾自一九九九年七月至二零零零年八月擔任母公司技術工程師。彼曾自二零零一年四月至二零零八年七月先後擔任海南海航航空信息系統有限公司(「**海南海航信息**」)客戶服務部系統維護員、應用開發部開發工程師、運行保障部系統工程師、技術支持專家組配置管理員、服務規劃中心服務規劃管理員及服務支持經理等。彼曾自二零零八年七月至二零零九年五月先後擔任海南海航信息服務運營部服務支持中心經理及服務運營部經理。彼曾自二零零九年五月至二零一零年十一月擔任海南海航信息IT服務事業部總經理。彼曾自二零一零年十一月至二零一一年七月擔任海航機場集團有限公司(「**海航機場集團**」)信息管理部總經理。同時，彼亦曾自二零一零年十一月至二零一一年十二月擔任海南海航信息總裁助理。彼曾自二零一一年七月至二零一二年二月擔任海航機場集團海航智能機場領導小組副組長兼常設辦公室主任。彼曾自二零一二年二月至二零一二年七月擔任海航機場集團運營管理部總經理。彼曾自二零一二年七月至二零一二年十一月擔任海航基礎產業機場事業部副總經理。彼曾自二零一二年十一月至二零一三年三月擔任海航實業控股(集團)有限公司機場管理事業部智能化建設中心經理。彼曾自二零一三年三月至二零一八年一月擔任本公司副總裁。彼曾自二零一七年十月至二零一八年三月擔任本公司執行董事。彼曾自二零一七年九月至二零一八年四月擔任海南航旅交通服務有限公司副總裁。彼曾自二零一八年四月至二零二零年七月擔任海航機場集團副總裁兼智慧機場管理部總經理。彼自二零二零年七月至二零二一年十二月擔任海航機場集團總裁助理。彼自二零二一年十二月至二零二三年七月擔任母公司總裁助理。彼自二零二三年七月起擔任母公司副總裁。彼自二零二二年三月起擔任本公司非執行董事。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

Mr. Li Zhiguo, aged 36, obtained a master's degree from Renmin University of China (中國人民大學) in June 2011, majoring in public policy. He is currently the vice president and a director of the Parent Company. From July 2011 to March 2016, he served successively as the text conference secretary of the office text conference unit, the file seal manager of the file security centre and the director of the text secretary centre of HNA Group Co., Ltd. ("**HNA Group**"). From March 2016 to July 2016, he served as the deputy director of the office of the board of directors of HNA Tourism Group Co., Ltd. (海航旅遊集團有限公司). From July 2016 to December 2018, he served successively as the office deputy director, the deputy general manager of the social responsibility department, the executive deputy director of the board of directors office and the committee office director of office of Party and Mass affairs of the human resources department, and the office executive deputy director of HNA Group. From December 2018 to June 2020, he served as the office director of HNA Group. He has been serving as the vice president of the Parent Company since September 2020 and a director of the Parent Company since June 2022. He has been serving as a Non-executive Director of the Company since March 2022.

李志國先生，36歲，於二零一一年六月於中國人民大學取得碩士學位，主修公共政策。彼現任母公司副總裁和董事。他曾自二零一一年七月至二零一六年三月先後擔任海航集團有限公司（「**海航集團**」）辦公室文字會務單元文字會務秘書、檔案保密中心檔案印鑒經理及文字秘書中心主任。他曾自二零一六年三月至二零一六年七月擔任海航旅遊集團有限公司董事會辦公室副主任。他曾自二零一六年七月至二零一八年十二月先後擔任海航集團辦公室副主任、社會責任部副總經理、董事局辦公室常務副主任兼人力資源部黨群工作室團委辦公室主任以及辦公室常務副主任。他曾自二零一八年十二月至二零二零年六月擔任海航集團辦公室主任。彼自二零二零年九月起擔任母公司副總裁，自二零二二年六月起擔任母公司董事。彼自二零二二年三月起擔任本公司非執行董事。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

Mr. Wang Zhen, aged 61, obtained a master's degree from Dalian University of Technology (大連理工大學) in December 2009, majoring in software engineering. Mr. Wang was re-appointed as an Executive Director in October 2021, and is a member of the Nomination Committee and a member of the Strategic Committee. Mr. Wang Zhen has reached the statutory retirement age and has been re-designated as a Non-executive Director with effect from 11 August 2023. From July 1983 to October 1992, he worked for Xinjiang Airlines Aircraft Repair Plant (新疆航空公司飛機維修廠) consecutively as the mechanic staff, the machinist, the maintenance leader, and the deputy workshop director. From March 1993 to December 2002, he worked for Hainan Airlines Co., Ltd. (海南航空股份有限公司) consecutively as the mechanic staff and the vice captain of the engineering department, the manager, the assistant to the department general manager and the branch department manager of the maintenance department, the vice general manager of the human resources department, the chief of the production operation center, vice executive president and the assistant of the executive president. From December 2002 to May 2003, he served as the president of Sanya Phoenix International Airport Co., Ltd. (三亞鳳凰國際機場有限責任公司). From March 2003 to November 2006, he consecutively served as the chief executive officer and the general manager of the Company. From November 2006 to January 2007, he served as the vice executive president of HNA Airport Group. From January 2007 to September 2008, he served as the vice executive president of HNA Airport Group Holdings Limited (海航機場控股集團有限公司). From September 2008 to July 2012, he worked for Sanya Phoenix International Airport Co., Ltd. (三亞鳳凰國際機場有限責任公司) consecutively as the president, the deputy commander of the construction management department, the executive chairman of the board and the chairman of the board. From July 2012 to May 2013, he served as the deputy leader of the Meilan Airport aviation industrial park project promotion group of the airport management division of HNA Industry Holdings (Group) Co., Ltd. (海航實業控股(集團)有限公司). He served as the vice chairman of the Company from May 2013 to May 2014 and as the chairman of the Company from May 2014 to January 2018. He also served as the leader of Xinjiang modern logistics preparation group of HNA Modern Logistics Group Co., Ltd. (海航現代物流集團有限公司) from January 2018 to March 2018. He served as the vice chairman of the board of Hong Kong Air Cargo Carrier Limited (香港貨運航空有限公司) from March 2018 to August 2018. He served as the chairman of the Company from October 2018 to October 2021. He served as the commander in chief of commander department of the Phase II Expansion Project from December 2021 to August 2023.

王貞先生，61歲，於二零零九年十二月於大連理工大學取得碩士學位，主修軟件工程專業。王先生於二零二一年十月獲重新委任為執行董事，並擔任提名委員會和戰略委員會委員。因達到法定退休年齡，自二零二三年八月十一日起調整為非執行董事職務。彼曾自一九八三年七月至一九九二年十月先後擔任新疆航空公司飛機維修廠機械員、機械師、維護組長及車間副主任。彼曾自一九九三年三月至二零零二年十二月先後擔任海南航空股份有限公司工程部機械員、副中隊長、維修分部經理、部門總經理助理、分部經理、人事部副總經理、生產運行中心主任、執行副總裁及執行總裁助理。彼曾自二零零二年十二月至二零零三年五月擔任三亞鳳凰國際機場有限責任公司總裁。彼自二零零三年三月至二零零六年十一月先後擔任本公司首席執行官及總經理。彼自二零零六年十一月至二零零七年一月擔任海航機場集團執行副總裁。彼自二零零七年一月至二零零八年九月，擔任海航機場控股集團有限公司擔任執行副總裁。彼自二零零八年九月至二零一二年七月先後擔任三亞鳳凰國際機場有限責任公司總裁、基建管理部副總指揮、執行董事長及董事長。彼自二零一二年七月至二零一三年五月，擔任海航實業控股(集團)有限公司機場管理事業部海口美蘭機場臨空產業園項目推進工作組副組長。彼自二零一三年五月至二零一四年五月擔任本公司副董事長，並於二零一四年五月至二零一八年一月擔任本公司董事長。彼自二零一八年一月至二零一八年三月擔任海航現代物流集團有限公司新疆現代物流籌備工作組組長。彼自二零一八年三月至二零一八年八月擔任香港貨運航空有限公司副董事長。彼自二零一八年十月至二零二一年十月擔任本公司董事長。彼自二零二一年十二月至二零二三年八月任美蘭機場二期擴建指揮部總指揮。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

INDEPENDENT NON-EXECUTIVE DIRECTORS

Mr. Fung Ching, Simon, aged 55, graduated from the Queensland University of Technology in Australia with a bachelor's degree, majoring in accountancy. Mr. Fung is currently residing in Hong Kong. He is a fellow member of the CPA Australia and a fellow member of the Hong Kong Institute of Certified Public Accountants. Mr. Fung was re-appointed as an Independent Non-executive Director in December 2020. He has also served as the chairman of the Strategic Committee, the chairman of the Audit Committee, and members of the Nomination Committee and the Remuneration Committee. Mr. Fung worked at PricewaterhouseCoopers from 1994 to 2004, and he served as the chief financial officer and secretary to the board of directors of Baoye Group Company Limited (寶業集團股份有限公司), which is listed on the main board of the Hong Kong Stock Exchange (Stock Code: 2355.HK), from 2004 to 2010. Mr. Fung has served in Greentown China Holdings Limited (綠城中國控股有限公司), which is listed on the main board of the Hong Kong Stock Exchange (Stock Code: 3900.HK), as the chief financial officer and company secretary from August 2010 to December 2019, and served as the chief financial officer of Logan Property Holdings Company Limited (龍光地產控股有限公司), which is listed on the main board of the Hong Kong Stock Exchange (Stock Code: 3380.HK), from January 2020 to March 2021. Mr. Fung has served as the chief financial officer of Chow Tai Fook Enterprises Limited (周大福企業有限公司) since April 2021. Mr. Fung has almost 20 years of experience in managing finance and accounting functions, mergers and acquisitions, fund raising and investor relations for listed companies in Hong Kong, and has over 10 years of experience in auditing, accounting and business advisory with "Big-4" international accounting firms. Mr. Fung is currently also a non-executive director of Baoye Group Company Limited, and he served as an independent non-executive director of China Logistics Property Holdings Co., Ltd (中國物流資產控股有限公司), which is listed on the main board of the Hong Kong Stock Exchange (Stock Code: 1589.HK), from July 2016 to March 2022. Mr. Fung has served as an independent non-executive director of China Medical System Holdings Limited (康哲藥業控股有限公司), which is listed on the main board of the Hong Kong Stock Exchange (Stock Code: 0867.HK), since October 2021. Mr. Fung has been serving as the chairman of the Audit Committee of the Company since May 2022.

Mr. George F Meng, aged 81, graduated from Civil Aviation University of China (中國民航學院) in 1966, majoring in radio communication and English language. In 1972, he entered into Tianjin Foreign Studies University (天津外國語大學) for further study in English language. From 1984 to 1991, he studied the FAA Aircraft Dispatcher Training Courses in Aviation Training School, Long Island, New York, the United States, the Advanced Training in Aviation Course with Ansett Airlines, and MBA course at Oklahoma City University. From 1966 to 1988, Mr. Meng served various positions including the radio station master of communication department of CAAC Chengdu Administration (中國民航成都管理局), the dean of the technical English department of Civil Aviation University of China (中國民航學院), and the deputy director of CAAC Training Center (中國民航訓練中心). Since 1991, he has been a director and the general manager of China Resource Ltd., USA (中國物產有限公司(美國)). Since 2000, Mr. Meng has been the president of Soaring Eagle Industrial LLC., USA (美國飛鷹工業公司). Since September 2010, he has been the principal (three terms) of Northern New Jersey Huaxia Chinese School (美國華夏中文學校北部分校) (nonprofit organization). He served as the general manager (United States) of Hua Ling Consultant Inc. (華玲諮詢公司) in Toronto, Canada, from January 2012 to January 2020. He is currently a freelancer, and is a certified translator (United States). Mr. Meng was re-appointed as an Independent Non-executive Director in December 2020. He also serves as a member of the Audit Committee of the Company.

獨立非執行董事

馮征先生，55歲，畢業於澳洲昆士蘭科技大學，主修會計並獲得學士學位，現居於香港，是澳洲會計師公會資深會員及香港會計師公會資深會員。馮先生於二零二零年十二月獲重新委任為本公司獨立非執行董事，並擔任戰略委員會主席、審核委員會主席、提名委員會主席以及薪酬委員會委員。馮先生從一九九四年至二零零四年於普華永道會計師事務所工作，二零零四年至二零一零年於寶業集團股份有限公司(於香港聯交所主板上市，股票代碼：2355.HK)擔任財務總監及董事會秘書，二零一零年八月至二零一九年十二月擔任綠城中國控股有限公司(於香港聯交所主板上市，股票代碼：3900.HK)首席財務官及公司秘書，二零二零年一月至二零二一年三月擔任龍光地產控股有限公司(於香港聯交所主板上市，股票代碼：3380.HK)首席財務官。馮先生自二零二一年四月起擔任周大福企業有限公司首席財務官。馮先生擁有約二十年於香港上市公司的財務及會計管理、併購、融資及投資者關係的經驗，以及逾十年於一家「四大」國際會計師事務所從事有關審計、會計及商業諮詢的經驗。馮先生現亦擔任寶業集團股份有限公司的非執行董事，並自二零一六年七月至二零二二年三月，擔任中國物流資產控股有限公司(於香港聯交所主板上市，股票代碼：1589.HK)獨立非執行董事。馮先生自二零二一年十月起擔任康哲藥業控股有限公司(於香港聯交所主板上市，股票代碼：0867.HK)的獨立非執行董事。馮先生自二零二二年五月起擔任本公司審核委員會主席。

孟繁臣先生，81歲，於一九六六年畢業於中國民航學院無線電通訊和英語專業，並於一九七二年進入天津外國語大學英語進修班深造。一九八四年至一九九一年，先後在美國紐約長島航空培訓學校學習FAA飛機簽派員課程、澳大利亞安塞特航空公司學習高級航空管理課程、美國阿克拉荷馬市大學學習企業管理課程並獲得MBA學位。孟先生一九六六年至一九八八年先後任職於中國民航成都管理局通訊處電台台長、中國民航學院外語系專業英語教研室主任及中國民航訓練中心副主任。一九九一年起，擔任中國物產有限公司(美國)董事兼總經理。自二零零零年起，孟先生擔任美國飛鷹工業公司總裁。自二零一零年九月起，彼擔任美國華夏中文學校北部分校(非盈利機構)校長(連任三屆)。彼自二零一二年一月至二零二零年一月，擔任加拿大多倫多華玲諮詢公司美國總經理。現為自由職業者，美國認證翻譯員。孟先生於二零二零年十二月獲重新委任為本公司獨立非執行董事，並擔任本公司審核委員會委員。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

Mr. Deng Tianlin, aged 75, was re-appointed as an Independent Non-executive Director of the Company in December 2020. He also acts as the chairman of the Remuneration Committee and members of the Nomination Committee and the Strategic Committee. Mr. Deng is a certified public accountant, a senior member of the Chinese Institute of Certified Public Accountants, a senior accountant and was a guest professor of Hainan University (海南大學). Mr. Deng has extensive experience in the field of finance and accounting. He previously served, among others, as the section chief in the personnel division of Hubei Provincial Department of Finance (湖北省財政廳), a deputy director of Fang County Tax Bureau in Hubei Province (湖北省房縣稅務局), the chief of the loan section of the World Bank Group and a deputy director of the Department of Agricultural Tax (農業稅處). Mr. Deng was appointed by the Organization Department of the CPC Central Committee (中央組織部) to Hainan Provincial Department of Finance (海南省財政廳) as a director of the accounting department and the secretary general of Hainan Provincial Institute of Certified Public Accountants (海南省註冊會計師協會) in 1990. Mr. Deng had been an independent director of HNA, from April 2012 to October 2019. He ceased to be the chairman and a member of the Audit Committee with effect from May 2022.

Mr. Ye Zheng, aged 59, obtained a bachelor's degree in accounting and finance from California State University, Long Beach in the United States in May 1993 and a master's degree in business administration in December 1994. Mr. Ye became a member of the American Institute of Certified Public Accountants in September 1998 and a member of the Hong Kong Institute of Certified Public Accountants in May 2003. He worked in Shanghai Municipal Finance Bureau (上海市財政局) from October 1982 to January 1989. Mr. Ye has over 25 years of experience in audit, internal control and consultancy. He served as an auditor in Ernst & Young (安永會計師事務所) from October 1995 to April 2000; an audit manager in KPMG (畢馬威會計師事務所) from May 2000 to December 2001; a senior audit manager in Grant Thornton (香港均富會計師事務所) from January 2002 to July 2005; a director in Ernst & Young (安永會計師事務所) from August 2005 to October 2006; and a practicing director of Mazars CPA Limited from November 2006 to April 2021. Mr. Ye was a consulting expert for the third session of the committee for enterprise internal control standards appointed by the Ministry of Finance from 1 November 2014 to 31 October 2016. Mr. Ye has served as an independent non-executive director of SINOPEC Engineering (Group) Co., Ltd. (中石化煉化工程(集團)股份有限公司), which is listed on the main board of the Hong Kong Stock Exchange (Stock Code: 2386.HK), since April 2013 and has served as a director of Ace Sustainability & Risk Advisors Limited (杰思可持續發展與風險諮詢有限公司) since April 2021. Mr. Ye was appointed as an Independent Non-executive Director of the Company in October 2021 and has been serving as a member of the Strategy Committee of the Company since December 2021 and a member of the Audit Committee of the Company since May 2022.

鄧天林先生，75歲，於二零二零年十二月獲重新委任為本公司獨立非執行董事，並擔任薪酬委員會主席、提名委員會委員以及戰略委員會委員。鄧先生為註冊會計師、中國註冊會計師協會資深會員、高級會計師、曾任海南大學客座教授。鄧先生於財務及會計領域有著豐富經驗。彼曾任(其中包括)湖北省財政廳人事處科長、湖北省房縣稅務局副局長、世界銀行集團貸款科科長及農業稅處副處長。鄧先生於一九九零年經中共中央組織部調派至海南省財政廳，任會計處處長、海南省註冊會計師協會秘書長。鄧先生自二零一二年四月至二零一九年十月出任海航控股獨立董事。彼自二零二二年五月起停止擔任本公司審核委員會主席及委員。

葉政先生，59歲，於一九九三年五月取得美國加州州立大學長灘分校會計和金融學學士學位及於一九九四年十二月取得工商管理碩士學位。葉先生自一九九八年九月起成為美國註冊會計師協會會員；及自二零零三年五月起成為香港會計師公會會員。葉先生於一九八二年十月至一九八九年一月期間在上海市財政局工作。葉先生在審計、內部控制及諮詢領域擁有逾二十五年工作經驗。葉先生於一九九五年十月至二零零零年四月期間在安永會計師事務所任審計師；於二零零零年五月至二零零一年十二月期間在畢馬威會計師事務所任審計經理；於二零零二年一月至二零零五年七月期間在香港均富會計師事務所任高級審計經理；於二零零五年八月至二零零六年十月期間在安永會計師事務所任總監；於二零零六年十一月至二零二一年四月期間任Mazars CPA Limited執業董事。葉先生自二零一四年十一月一日至二零一六年十月三十一日受財政部聘請為第三屆企業內部控制標準委員會諮詢專家。葉先生自二零一三年四月起擔任中石化煉化工程(集團)股份有限公司(於香港聯交所主板上市，股票代碼：2386.HK)的獨立非執行董事，並自二零二一年四月起擔任杰思可持續發展與風險諮詢有限公司董事。葉先生於二零二一年十月獲委任為本公司獨立非執行董事，自二零二一年十二月起擔任本公司戰略委員會委員，並自二零二二年五月起擔任本公司審核委員會委員。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

SUPERVISORS

Mr. Liao Hongyu, aged 45, obtained a bachelor's degree majoring in economic law from Southwest University of Political Science & Law (西南政法大學) in Chongqing City, the PRC in July 2001. Mr. Liao successively served as various roles in HNA Group. He served as a legal assistant from October 2001 to May 2004, as a senior legal counsel from May 2004 to October 2007 and as the legal manager from October 2007 to October 2009. He also served as the deputy general manager of comprehensive management department and the deputy general manager of risk control department of HNA Tourism Management Holding Co., Ltd. (海航旅游管理控股有限公司) from October 2009 to January 2010 and from January 2010 to August 2010, respectively. From July 2010 to April 2012, Mr. Liao served as the deputy general manager of compliance department of HNA. Mr. Liao successively held various positions in HNA Tourism Group Co., Ltd. (海航旅游集團有限公司), including as the assistant to president from April 2012 to April 2015, as the chief risk control officer from April 2015 to December 2015 and as the risk control director from December 2015 to January 2016. Mr. Liao also worked as the president of HNA Innovation Co., Ltd. (海航創新股份有限公司) ("HNA Innovation"), which was formerly listed on the Shanghai Stock Exchange ("SSE") (stock code before delisting: 600555.SH), from January 2016 to February 2017 and as the chairman of the board and the president of Sanya Phoenix International Airport Co., Ltd. (三亞鳳凰國際機場有限責任公司) from February 2017 to April 2017. He also served as the chairman of the board and the president of HNA Airport Group from April 2017 to January 2018. Mr. Liao served as the chairman of the Company, an Executive Director and a member of the Nomination Committee from January 2018 to October 2018. He also served as a member of the Strategic Committee of the Company from January 2018 to March 2019, the vice chairman of the Company from October 2018 to March 2019, and a Non-executive Director from October 2018 to June 2019. He has served as an independent representative Supervisor of the Company and the chairman of the Supervisory Committee since June 2019. He has served as a director of HNA Innovation since August 2020. He worked as the chairman of the board of HNA Innovation from August 2020 to October 2022. He has been serving as the secretary of the party committee of the Hainan HNA No. 2 Trust Management Service Co., Ltd. (海南海航二號信管服務有限公司) since March 2022.

監事會成員

廖虹宇先生，45歲，於二零零一年七月於中國重慶市西南政法大學取得學士學位，主修經濟法。廖先生曾先後擔任海航集團內不同職位。彼自二零零一年十月至二零零四年五月擔任法務助理，自二零零四年五月至二零零七年十月為高級法務員，以及自二零零七年十月至二零零九年十月為法務經理。彼亦自二零零九年十月至二零一零年一月及自二零一零年一月至二零一零年八月分別擔任海航旅遊管理控股有限公司綜合管理部及風險控制部副總經理。自二零一零年七月至二零一二年四月，廖先生曾任海航控股合規部副總經理。廖先生先後於海航旅遊集團有限公司任職多項職務，包括自二零一二年四月至二零一五年四月擔任總裁助理，自二零一五年四月至二零一五年十二月為首席風控官，以及自二零一五年十二月至二零一六年一月擔任風控總監。廖先生亦自二零一六年一月至二零一七年二月擔任海航創新股份有限公司（「海航創新」）（曾於上海證券交易所（「上交所」）上市，退市前股票代碼：600555.SH）之總裁，自二零一七年二月至二零一七年四月擔任三亞鳳凰國際機場有限責任公司董事長及總裁，自二零一七年四月至二零一八年一月擔任海航機場集團董事長及總裁，自二零一八年一月至二零一八年十月擔任本公司董事長、執行董事及提名委員會成員。彼亦於二零一八年一月至二零一九年三月擔任本公司戰略委員會成員，於二零一八年十月至二零一九年三月擔任本公司副董事長，並自二零一八年十月至二零一九年六月擔任非執行董事。自二零一九年六月起擔任本公司獨立代表監事及監事會主席。自二零二零年八月起擔任海航創新董事，並自二零二零年八月至二零二二年十月擔任海航創新董事長職務。自二零二二年三月起擔任海南海航二號信管服務有限公司黨委書記。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

Mr. Hu Yunyun, aged 37, obtained a bachelor's degree from Nanjing Audit University (南京審計大學) (formerly known as Nanjing Audit College (南京審計學院)), majoring in auditing in July 2010. He successively served in HNA Group North Headquarters (Tianjin) Co., Ltd. (海航集團北方總部(天津)有限公司) as a personnel administrator, a labor relations and community administrator and an administrative assistant in the comprehensive management department from October 2010 to August 2011. Mr. Hu served as an auditor of the audit room of the compliance department of HNA Commercial Holdings Co., Ltd. (海航商業控股有限公司) from August 2011 to October 2011. He also successively held several positions in HNA Holding Group Co., Ltd. (海航實業集團有限公司), as the audit head and then the senior audit manager of the compliance and audit department from October 2011 to November 2012, and as the senior auditor of the audit practice center of the compliance management department from January 2014 to May 2015. He served as the audit manager of the audit and legal department of HNA Infrastructure Holdings (Group) Co., Ltd. (海航實業控股(集團)有限公司) from November 2012 to January 2014. From May 2015 to December 2016, Mr. Hu served as the manager of the airport compliance and audit center of HNA Infrastructure Industry. From December 2016 to June 2018, he served as the deputy general manager of the risk control department of HNA Airport Group. Mr. Hu also served as the deputy general manager of the risk control department of the Company from June 2018 to November 2018. He has served as the deputy general manager of the compliance and legal department of HNA Airport Group since November 2018. He has served as an independent representative Supervisor of the Company since December 2020.

Mr. Zheng Yabo, aged 37, obtained a master's degree from Renmin University of China (中國人民大學), majoring in business administration in June 2020, and currently serves as the general manager of the Company's smart airport management department. Mr. Zheng worked for HNA from February 2011 to August 2011 as a system support engineer in the e-commerce centre of the marketing and sales department. He also successively held several positions including the head of corporate performance in the compensation and performance management centre and the business manager in the planning and policy support centre of the human resources department of HNA Group from July 2011 to June 2016. From September 2017 to February 2018, he was the general manager of the human resources and administration department of Ccoop Field Group CO., Limited (中國集集團有限公司). From August 2018 to September 2019, he was successively the deputy general manager of the social responsibility department and the general manager of the human resources and administration department of Hainan Airport Infrastructure Co., Limited (海南機場設施股份有限公司), listed on the SSE, stock code: 600515.SH). From September 2019 to December 2021, he successively served as the general manager of the human resources and administration department and the general manager of the party building department of HNA Airport Group. He has been serving as the general manager of the Company's smart airport management department since December 2021 and an employee representative supervisor of the Company since July 2022.

胡運運先生，37歲，於二零一零年七月於南京審計大學(原南京審計學院)取得學士學位，主修審計。彼自二零一零年十月至二零一一年八月先後擔任海航集團北方總部(天津)有限公司綜合管理部人事行政管理員、勞動關係及社群管理員以及行政事務助理。胡先生自二零一一年八月至二零一一年十月擔任海航商業控股有限公司合規部審計室審計員。彼亦先後擔任海航實業集團有限公司不同職位，自二零一一年十月至二零一二年十一月擔任合規與審計部審計主管及隨後為高級審計經理，以及自二零一四年一月至二零一五年五月擔任合規管理部審計實務中心高級審計員。彼自二零一二年十一月至二零一四年一月擔任海航實業控股(集團)有限公司審計法務部審計經理。自二零一五年五月至二零一六年十二月，胡先生擔任海航基礎產業機場合規審計中心經理。自二零一六年十二月至二零一八年六月，彼擔任海航機場集團風險控制部副總經理。胡先生亦自二零一八年六月至二零一八年十一月擔任本公司風險控制部副總經理。彼自二零一八年十一月起擔任海航機場集團合規法務部副總經理。自二零二零年十二月起擔任本公司獨立代表監事。

鄭亞波先生，37歲，於二零二零年六月於中國人民大學取得碩士學位，主修工商管理專業，目前擔任本公司智慧機場管理部總經理。鄭先生自二零一一年二月至二零一一年八月於海航控股市場銷售部電子商務中心擔任系統支持工程師。彼亦自二零一一年七月至二零一六年六月先後擔任海航集團人力資源部薪酬與績效管理中心企業績效主管、規劃與政策支持中心業務經理等職務。自二零一七年九月至二零一八年二月擔任中國集集團有限公司人資行政部總經理。自二零一八年八月至二零一九年九月先後擔任海南機場設施股份有限公司(於上交所上市，股票代碼：600515.SH)社會責任部副總經理、人資行政部總經理。自二零一九年九月至二零二一年十二月先後擔任海航機場集團人資行政部總經理、黨建工作部總經理。彼自二零二一年十二月起擔任本公司智慧機場管理部總經理，自二零二二年七月起擔任本公司職工代表監事。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

SENIOR MANAGEMENT

Mr. Wang Hong, aged 56, obtained a bachelor's degree from Central China Normal University (華中師範大學) in human resources in July 2007. He is currently the chairman, president and Executive Director of the Company. From August 1985 to January 2003, he successively worked as a wireless correspondent at Yichang Station of Civil Aviation (民航宜昌站), the project leader of construction headquarters of Yichang Sanxia Airport (宜昌三峽機場), the deputy director and then the director of the command center of Yichang Sanxia Airport (宜昌三峽機場), the manager of Ground Service Branch of Yichang Sanxia Airport Co., Ltd. (宜昌三峽機場有限責任公司地勤服務分公司) and the director of the command center of Yichang Sanxia Airport Co., Ltd. (宜昌三峽機場有限責任公司). He also successively held various positions in Yichang Sanxia Airport Co., Ltd. (宜昌三峽機場有限責任公司), as the assistant to the general manager, the deputy general manager, the general manager and then the chairman of the board from January 2003 to July 2017. From July 2017 to March 2018, he successively served as the president of Sanya Phoenix International Airport Co., Ltd. (三亞鳳凰國際機場有限責任公司) and the deputy head of the South China Sea modern logistics preparation working group of HNA Modern Logistics Group Co., Ltd. (海航現代物流集團有限公司). He worked as the deputy general manager of the Parent Company from March 2018 to July 2019, and has served as the general manager of the Parent Company from July 2019 to June 2022 and the chairman of the Parent Company since 27 June 2022. He has been re-appointed as the President of the Company since 25 March 2022, an Executive Director of the Company since 25 May 2022 and the chairman of the Company since 6 June 2022.

高級管理人員

王宏先生，56歲，於二零零七年七月於華中師範大學取得學士學位，主修人力資源專業。彼現任本公司董事長、總裁兼執行董事。彼曾自一九八五年八月至二零零三年一月先後擔任民航宜昌站無線通信員，宜昌三峽機場建設指揮部項目負責人，宜昌三峽機場指揮中心副主任、主任，宜昌三峽機場有限責任公司地勤服務分公司經理以及宜昌三峽機場有限責任公司指揮中心主任。彼曾自二零零三年一月至二零一七年七月先後擔任宜昌三峽機場有限責任公司總經理助理、副總經理、總經理、董事長。彼自二零一七年七月至二零一八年三月先後擔任三亞鳳凰國際機場有限責任公司總裁，海航現代物流集團有限公司南海現代物流籌備工作組副組長。彼自二零一八年三月至二零一九年七月擔任母公司副總經理，自二零一九年七月至二零二二年六月擔任母公司總經理，自二零二二年六月二十七日起擔任母公司董事長。彼自二零二二年三月二十五日獲重新委任為本公司總裁，自二零二二年五月二十五日獲重新委任為本公司執行董事及自二零二二年六月六日獲重新委任為本公司董事長。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

Mr. Ren Kai, aged 39, obtained a bachelor's degree from Hainan University (海南大學) in July 2009, majoring in accountancy. He is currently an Executive Director and the chief financial officer of the Company, and members of the Remuneration Committee and the Strategic Committee. From July 2009 to July 2011, he successively served as the audit assistant and the manager of PricewaterhouseCoopers. From July 2011 to January 2013, he served as the deputy financial manager of China Great Land Holdings Ltd. (Hainan Company) (新加坡華地控股有限公司(海南公司)). From January 2013 to March 2016, he served as the head of the finance department of Hainan Yangpu Development and Construction Holdings Co., Ltd. (海南省洋浦開發建設控股有限公司). From March 2016 to August 2019, he served as the head of and the section chief assistant of the finance department of Hainan Development Holdings. From August 2019 to July 2020, he served as the chief financial officer (section chief assistant level) of Hainan Holdings Energy Co., Ltd. (海南海控能源股份有限公司) (formerly known as "Hainan Tihierg Co., Ltd. (海南天匯能源股份有限公司)"), listed on the National Equities Exchange and Quotations, stock code: 833042). From May 2020 to May 2021, he also served as a director and chief accountant (section chief assistant level) of Hainan Development Holdings Nanhai Co., Ltd. (海控南海發展股份有限公司) (listed on the Shenzhen Stock Exchange, stock code: 002163.SZ). From May 2021 to June 2022, he successively served as the section chief assistant of the finance department of Hainan Development Holdings, the director of Hainan Development Holding Real Estate Group Co., Ltd. (海南發展控股置業集團有限公司), the director and chief financial officer of Haikou Airport Aircraft Maintenance Engineering Co., Ltd. (海口空港飛機維修工程有限公司) and the director of Hainan Basuo Port Limited (海南八所港務有限責任公司). Since June 2022, he has been serving as the chief financial officer of the Parent Company. Since September 2022, he has been serving as a director of Hainan Ruigang Logistics Co., Ltd. (海南瑞港物流有限公司). He has been serving as the chief financial officer of the Company since September 2022, and an Executive Director of the Company since November 2022.

任凱先生，39歲，於二零零九年七月獲得海南大學學士學位，主修會計學專業。彼現任本公司執行董事及財務總監，並擔任薪酬委員會和戰略委員會委員。彼曾自二零零九年七月至二零一一年七月先後擔任普華永道會計師事務所項目審計助理、經理。彼曾自二零一一年七月至二零一三年一月擔任新加坡華地控股有限公司(海南公司)財務副經理。彼曾自二零一三年一月至二零一六年三月擔任海南省洋浦開發建設控股有限公司財務部主管。彼曾自二零一六年三月至二零一九年八月擔任海南發展控股財務部主管、部長助理。彼曾自二零一九年八月至二零二零年七月擔任海南海控能源股份有限公司(前稱為「海南天匯能源股份有限公司」)於全國中小企業股份轉讓系統上市，股票代碼：833042)財務總監(部長助理級)。彼亦曾自二零二零年五月至二零二一年五月擔任海控南海發展股份有限公司(於深圳證券交易所上市，股票代碼：002163.SZ)董事、總會計師(部長助理級)。彼曾自二零二一年五月至二零二二年六月先後擔任海南發展控股財務部部長助理，海南發展控股置業集團有限公司董事，海口空港飛機維修工程有限公司董事、財務總監，海南八所港務有限責任公司董事。彼自二零二二年六月起擔任母公司財務總監。彼自二零二二年九月起擔任海南瑞港物流有限公司董事。彼自二零二二年九月起擔任本公司財務總監，自二零二二年十一月起擔任本公司執行董事。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

JOINT COMPANY SECRETARY

Mr. Xing Zhoujin, aged 58, graduated from the Anhui Normal University (安徽師範大學), in Wuhu, Anhui Province, the PRC, majoring in financial management in July 1985. He also has a bachelor degree in laws and a title of economist. Mr. Xing has served as the company secretary of the Company since 25 August 2009. He was also re-appointed as an Executive Director of the Company in October 2021. Mr. Xing served as the section chief of personnel division and office director of Sanya Airport and Meilan Airport. He has been engaged in the management and operation of the Company since 2002 and fully participated in the listing of H shares of the Company and worked as the secretary to the board of directors of the Parent Company. He has also been responsible for handling the results disclosure and daily operation of the Board after the listing of the Company.

Mr. Chen Yingjie, aged 36, obtained a bachelor's degree from Sichuan University (四川大學) in July 2011, majoring in applied mathematics. He is an intermediate economist certified by the Ministry of Human Resources and Social Security of the PRC, with qualification certificates of secretary for directorate issued by the Shenzhen Stock Exchange and the SSE, respectively. He also holds a securities practitioner qualification certificate issued by the Securities Association of China and a fund practitioner qualification certificate issued by the Asset Management Association of China. From July 2011 to March 2013, he served as the director of listing affairs of the Office of the Board. From March 2013 to November 2016, he has successively served as the assistant director of the Office of the Board, business manager, securities affairs representatives and director of the Office of the Board. Due to his extensive experience in compliance matters of listed companies and capital operation, from November 2016 to October 2019, he has successively served as the general manager of the department of strategic investment of HNA Airport Group and deputy general manager of the department of asset management of HNA Logistics Group (海航物流集團有限公司). During his post, he was mainly responsible for investment and M&A matters, including capital market operation and listed company governance matters. From November 2019 to December 2021, he served as the general manager of the Office of the Board. From December 2021 to February 2023, he served as the deputy general manager of the General Office of the Company and was in charge of the Office of the Board. Since February 2023, he has been acting as the general manager of the department of investment and operation (Office of the Board) of the Company, assisting the Chairman and Mr. Xing Zhoujin, the company secretary of the Company to manage the listing affairs of the Company.

聯席公司秘書

邢周金先生，58歲，於一九八五年七月畢業於位於中國安徽省蕪湖的安徽師範大學經濟管理專業。彼亦擁有法學學士學位和經濟師職稱。邢先生自二零零九年八月二十五日起擔任本公司之公司秘書，及於二零二一年十月獲重新委任為執行董事。邢先生曾擔任三亞機場和美蘭機場人事處處長、辦公室主任等職務，自二零零二年起即開始從事本公司的治理和運作工作，並全程參與了本公司的H股上市發行工作，同時還擔任了母公司的董事會秘書。彼亦於本公司上市後負責業績披露及董事會日常事務的處理工作。

陳英杰先生，36歲，於二零一一年七月獲得四川大學學士學位，主修應用數學。彼為中國人力資源和社會保障部認證的中級經濟師，分別持有深圳證券交易所及上交所頒發的董事會秘書資格證書。彼亦持有中國證券業協會頒發的證券從業資格證書，以及持有中國證券投資基金業協會頒發的基金從業資格證書。自二零一一年七月至二零一三年三月，彼擔任董事會辦公室上市事務主管。自二零一三年三月至二零一六年十一月，彼先後擔任董事會辦公室主任助理、業務經理、證券事務代表及董事會辦公室主任。由於彼於上市公司合規事宜及資本運作方面擁有豐富經驗，自二零一六年十一月至二零一九年十月，先後擔任海航機場集團有限公司戰略投資部總經理及海航物流集團有限公司資產管理部副總經理，任職期間主要負責有關投資及併購事宜，包括資本市場運作事宜及上市公司治理事宜。自二零一九年十一月至二零二一年十二月，彼擔任董事會辦公室總經理。自二零二一年十二月至二零二三年二月，彼擔任本公司綜合辦公室副總經理，主要分管董事會辦公室。自二零二三年二月起，彼擔任本公司投資運營部(董事會辦公室)總經理，協助董事長及本公司公司秘書邢周金先生管理本公司上市事務。

REPORT FROM THE BOARD

董事會報告

The annual report together with the audited financial statements of the Group for the year ended 31 December 2023 has been approved for issue by the Board.

PRINCIPAL ACTIVITIES

The Group is principally engaged in both aviation and non-aviation businesses. Its aviation business mainly consists of provision of terminal facilities, ground handling services and passenger services, and its non-aviation business mainly includes leasing of the commercial and retail outlets at Meilan Airport, franchising of the airport-related business, leasing of the advertising spaces and parking lots, provision of cargo handling services and sales of consumable goods.

During the year ended 31 December 2023, the Group operated on a business-side basis: the operation of an airport and an ancillary hotel and provision of related services in the PRC. The Group also operated within one geographical segment and its revenues were primarily generated from its assets located in the PRC, therefore no geographical segment information is presented.

In 2023, the Group's total revenue amounted to RMB2,085,679,527, representing an increase of 82.72% as compared to 2022. The revenue from aviation business amounted to RMB974,620,249, representing an increase of 169.88% as compared to 2022. The revenue from non-aviation business amounted to RMB1,111,059,278, representing an increase of 42.38% as compared to 2022.

During 2023, Meilan Airport recorded passenger throughput in aggregate of 24.3404 million, flight take-offs and landing of 172,454 times and cargo and mail throughput of 174,904.80 tons, representing a year-on-year increase of 118.06%, 63.19% and 40.63%, respectively.

In non-aviation business, the franchise income of the Group accumulated to RMB622,399,533, representing a year-on-year increase of 37.11%; hotel income reached RMB110,241,102, representing a year-on-year increase of 53.26%; freight and packaging income amounted to RMB86,981,209, representing a year-on-year increase of 33.15%; rental income reached RMB76,557,013, representing a year-on-year increase of 9.13%; VIP room income reached RMB39,225,048, representing a year-on-year increase of 21.06%.

OPERATING RESULTS AND FINANCIAL POSITION

The Group's operating results for the year ended 31 December 2023 prepared in accordance with the Accounting Standards for Business Enterprises, Hong Kong Companies Ordinance and the relevant disclosure requirements of Hong Kong Stock Exchange, and the financial positions of the Group and the Company as at that date are set out in page 194 to page 202 of this annual report.

BUSINESS REVIEW

For details of the business review of the Group for the year ended 31 December 2023, please refer to page 29 to page 35 of this annual report.

董事會同意謹將本集團截至二零二三年十二月三十一日止的年度報告連同經審核的帳目呈覽。

主要業務

本集團主要從事航空及非航空業務。航空業務主要包括提供航站樓設施、地勤服務以及旅客服務；非航空業務則主要包括出租美蘭機場的商業及零售舖位、機場相關業務特許經營、廣告位、停車場、貨物處理及出售消費品。

在截至二零二三年十二月三十一日止的年度內，本集團以一種業務環節經營業務：即在中國經營機場及配套酒店並提供相關服務。本集團亦在一個地域環節內營運，因本集團之收入皆主要來自位於中國的資產，因此，並無呈列地區分部資料。

於二零二三年，本集團之總收入為人民幣2,085,679,527元，較二零二二年增長82.72%。來自航空業務的收入為人民幣974,620,249元，較二零二二年增長169.88%；來自非航空業務的收入為人民幣1,111,059,278元，較二零二二年增長42.38%。

美蘭機場二零二三年全年共計完成旅客吞吐量2,434.04萬人次，航班起降172,454架次，貨郵吞吐量174,904.80噸，同比分別增長118.06%、63.19%和40.63%。

非航空業務收入中，本集團特許經營權收入累計達人民幣622,399,533元，同比增長37.11%；酒店收入達人民幣110,241,102元，同比增長53.26%；貨運及包裝收入達人民幣86,981,209元，同比增長33.15%；租金收入達人民幣76,557,013元，同比增長9.13%；貴賓室收入達人民幣39,225,048元，同比增長21.06%。

經營業績及財務狀況

本集團按企業會計準則、香港公司條例以及香港聯交所所有關披露規定編製的截至二零二三年十二月三十一日止年度的經營業績，及本集團和本公司於該日之財務狀況，載於本年報第194頁至第202頁。

業務回顧

本集團截至二零二三年十二月三十一日止年度的業務回顧，請參閱本年報第29頁至第35頁。

ENVIRONMENTAL POLICIES AND PERFORMANCE

During 2023, the Group launched the “Green Airport” project in full swing to put the sustainable and low-carbon strategy into practice. For detailed measures and efforts in respect of environmental protection of the Group during 2023, please refer to the “Environmental, Social and Governance Report” set out in page 122 to page 184 of this annual report.

As of 31 December 2023, the Group conducted its business operations in compliance with the relevant environmental laws and regulations.

環境政策及表現

二零二三年，為切實踐行可持續低碳發展戰略，本集團全面開展「綠效機場」建設。關於本集團二零二三年度環境保護之具體措施與成果請詳見本年報第122頁至第184頁的「環境、社會和管治報告」。

截至二零二三年十二月三十一日止，本集團的業務經營遵守相關環保法律法規。

MAJOR OPERATION RISKS

In 2023, the Company made a scientific analysis into, and classification of, the deficiencies or potential risks found in the business operations and identified such key risks that may affect the Company's operations in the future. Risks that may affect the normal operations of the Company and the measures taken by the Company to alleviate/eliminate such risks were as follows:

主要經營風險

本公司於二零二三年度內針對工作開展過程中發現的本公司經營不足或潛在風險進行了科學分析及梳理，識別出未來可能影響本公司經營運作的關鍵風險點。影響本公司正常經營的關鍵風險及本公司出台的弱化/規避措施具體如下：

Risks 風險名稱	Descriptions 風險描述	Responses 應對措施
Strategic risk – risk of changes in business environment and market demand	Airport revenue is affected by changes in the economic environment and market demand. If the economic growth slows down or an economic crisis occurs, or the demands and preferences of passengers change, it may lead to a decline in the Company's revenue and adversely affect the airport's operating performance.	(i) Seize policy opportunities
		The Company seized the policy opportunity of the independent customs operations through Hainan Island, promoted the opening of international passenger and freight routes, and opened channels for domestic city layovers in Haikou on routes to international cities, as well as Haikou layovers in domestic cities on routes to international cities, further built an air interconnection transit sector.
		(ii) Actively expand domestic flight routes
		Meilan Airport will introduce airlines to increase overnight capacity and continuously strive for time resources. The Company will jointly plan new market growth points with airlines, create conditions for airline flight arrangement and time utilization, and coordinate the delivery of airline capacity.
		(iii) Improve business services and build the “offshore duty-free” brand
		The Company continued to improve the service quality to the settled merchants, and cooperated with major airlines, duty-free and OTA (Online Travel Agency) platforms to promote duty-free sales in duty-free shops at Meilan Airport, and built the airport “offshore duty-free” brand by offering passengers discounts, exchange purchases, cashbacks and gifts, and promoted the business income increase and achieve win-win cooperation.

REPORT FROM THE BOARD

董事會報告

Risks 風險名稱	Descriptions 風險描述	Responses 應對措施
戰略風險－商業環境及市場需求變化風險	機場的收入受經濟環境及市場需求變化的影響，假如經濟增長放緩或者發生經濟危機，亦或者旅客的需求和喜好改變等，均可能會導致公司收入下降，對機場的經營業績造成不利影響。	(一) 抓住政策機遇
		本公司抓住海南全島封關運作的政策機遇，推動開通國際客、貨運航線，打通國內城市經停海口至境外城市，以及海口經停國內城市至境外城市的通道，進一步構建空中互聯互通中轉扇面。
		(二) 積極擴大國內航班航線
		美蘭機場將引進航空公司新增過夜運力，持續爭取時刻資源。本公司與航空公司共同謀劃新的市場增長點，為航空公司航班編排和時刻利用創造條件，協調航空公司運力投放。
		(三) 提高商業服務，打造「離島免稅」品牌
		本公司持續提升入駐商戶的服務質量，並聯合各大航空公司、免稅及OTA(Online Travel Agency，在線旅遊)平台，配合美蘭機場免稅店做好免稅銷售促銷，通過「折扣、換購、滿返、買贈」等讓利旅客的形式，打造機場「離島免稅」品牌，促進商業收益攀升，實現合作共贏。

REPORT FROM THE BOARD

董事會報告

Risks 風險名稱	Descriptions 風險描述	Responses 應對措施
Strategic risk – risk of investment decision	During the investment process, due to the lack of scientific decision-making or insufficient consideration of contract risks, the Company could have an investment return seriously deviating from the expected return, or even incur losses.	<p>(i) Built a risk control mechanism for the whole investment cycle. Around each link of investment decision, during and after the investment, the Company established a strong risk control system with the collaborative participation of all departments, clarified the departments responsible for each link, and enhanced the major risk prevention and response capability. The Company embedded risk management and control into the whole investment process, formed an integrated investment risk control supervision mode before, during and after the project investment.</p> <p>(ii) Early involvement of “before investment” risk control measures. The Company required risk control department, planning and finance department and other professionals to participate in the project decision-making process for early detection and early defense. In addition, the Company cooperated with business departments to carry out in-depth legal, financial and industry due diligence, collect sufficient information, identify investment project risks, and design risk control schemes in combination with project exit feasibility, risk controllability and growth. Before the project initiation, the Company participated in the preliminary review, put forward suggestions for optimizing the transaction structure, and conducted the project initiation risk review. After the project initiation, the Company conducted on-site visits and due diligence with business departments as appropriate, took the lead in risk assessment and legal due diligence, and issues independent risk assessment reports and legal due diligence reports.</p>
戰略風險 – 投資決策 風險	指在企業投資過程中，由於決策缺乏科學性或合同風險考慮不足而導致公司實際投資收益與預期收益嚴重偏離，甚至使公司利益受損的風險。	<p>(一) 構建投資全週期風險控制機制。圍繞投資決策、投中、投後各環節，建立各部門協同參與的大風控體系，明確各環節責任歸口部門，提升對重大風險的防範和應對能力。將風險管控內嵌到投資全流程之中，形成項目投前、投中、投後一體化投資風險控制監督模式。</p> <p>(二) 「投前」風險控制措施提早介入。要求風險控制部、計劃財務部等專業技能人員參與項目立項決策環節，早發現、早防禦。此外，配合業務部門深入開展法律、財務和行業盡調，收集充分信息，識別投資項目風險，結合項目退出可行性、風險可控性、成長性設計風險控制方案。立項前，參與前期審查，提出交易架構優化建議，對項目進行立項風險審查；立項後，視情況與業務部門同步進行現場走訪盡調，牽頭開展風險評估與法律盡調，出具獨立的風險評估報告與法律盡調報告。</p>

REPORT FROM THE BOARD

董事會報告

Risks 風險名稱	Descriptions 風險描述	Responses 應對措施
Strategic risk – risk of management in investment implementation process	Failure to effectively track and supervise the investment project implementation process, or timely analyze the investment benefits and deal with the less-than-expected investment return, which may lead to out-of-control investment project management and affect the Company's overall investment project goals.	(i) Built a risk control mechanism for the whole investment cycle. Around each link before, during and after the investment, the Company established a strong risk control system with the collaborative participation of all departments, clarified the departments responsible for each link, and enhanced the major risk prevention and response capability. The Company embedded risk management and control into the whole investment process, formed an integrated investment risk control supervision mode before, during and after the project investment.
		(ii) Implemented safeguard measures during the project investment. The Company gave full consideration to the relevant risk points revealed in the early investment stage, and negotiated relevant safeguarding clauses in the terms of investment agreements to avoid losses caused by relevant risks as much as possible. The Company drafted, reviewed and modified the full legal texts of key investment projects, converted investment plans into legal texts, and implemented risk control measures in contract terms to reasonably protect our rights and interests. The Company was provided with safeguarding terms such as credit enhancement, guarantee and commitment, and implementation of risk control measures in the contract. Meanwhile, the responsible investment management department followed up whether the other party to the contract and the investment subject fulfill their obligations in time according to the relevant provisions of the investment contract/agreement, grasped the investment project progress in combination with changes in the external environment such as policies, industries and markets, and organized risk control department, planning and finance department and other relevant departments of the Company to evaluate and deal with the difficulties or risks during the investment project promotion as needed.

REPORT FROM THE BOARD

董事會報告

Risks 風險名稱	Descriptions 風險描述	Responses 應對措施
戰略風險－投資實施過程管理風險	未對投資項目實施過程進行有效的跟蹤、監督，未及時進行投資效益分析並及時應對處理投資效益不及預期的情況，可能導致投資項目管理失控，影響公司投資項目整體目標實現。	<p>(一) 構建投資全週期風險控制機制。圍繞投前、投中、投後各環節，建立各部門協同參與的大風控體系，明確各環節責任歸口部門，提升對重大風險的防範和應對能力。將風險管控內嵌到投資全流程之中，形成項目投前、投中、投後一體化投資風控監督模式。</p> <p>(二) 「投中」落實保障措施。充分考慮投資項目前期盡調揭示的相關風險點，在投資協議條款中協商相關保障性條款，最大可能避免相關風險導致的投資損失。對重點投資項目的全套法律文本進行草擬、審核、修改，將投資方案轉換為法律文本，將風險控制措施落實到合同條款之中，合理保障我方權益。為我方提供增信、兜底、承諾等保障性條款，在合同中落實風險控制措施。</p> <p>同時，投資管理責任部門根據投資合同/協議的相關規定，跟進合同相對方是否及時履行義務、投資主體是否及時履行信息報送義務，並結合政策、行業、市場等外部環境變化，掌握投資項目進度情況，按需組織本公司風險控制部、計劃財務部等相關部門對投資項目推進情況面臨的難點或風險進行評估處理。</p>

In the future, the Company will continue to explore and improve the long-term risk management and internal working system, by which the Company would, on one hand, inspect the overall rectification of the weakness identified during the previous year, and, on the other hand, update timely the key business process and the risk database for internal audit in accordance with latest operation progress during the current year, ensuring the Company is up-to-date and building a strong risk firewall for the ordinary operations and such key tasks of the Company.

未來，本公司將繼續探索完善長效的風險管理及內部工作機制，一方面檢查前一年度薄弱環節的整改及消除情況，另一方面，及時根據當年工作最新情況更新內審重點業務流程及風險庫，確保與時俱進，為本公司日常業務及重點工作的開展建立堅固的風險防火牆。

REPORT FROM THE BOARD

董事會報告

EVENT AFTER THE REPORTING PERIOD

No events occurred which had a significant impact on the Group after 31 December 2023.

CHARITABLE DONATIONS

In 2023, Meilan Airport supported 3 impoverished employees with a total funding of RMB30,000 via the Charity Foundation. Meanwhile, the Company raised over RMB250,000 for 6 impoverished employees through internal initiatives, which effectively solved the urgent needs of employees and demonstrated the Company's spirit of mutual assistance among employees; the Company organized 12 condolence activities, with a total investment of over RMB4.35 million.

In addition, the Company always carried forward the people-oriented concept of love, actively carried out social activities for public good, such as condolences to the elderly in welfare homes, and care for people in need in rural areas, and organized volunteer blood donations which were participated by 263 employees, donating 65,100ml of blood in total. One of the employees donated 265ml hematopoietic stem cells to a patient suffering from leukaemia though they had never met before, demonstrating the spirit of care and commitment of Meilan Airport on the staff level.

FUTURE DEVELOPMENT

Aviation Business

In 2024, Meilan Airport will set up a new stage of development, adhere to the goals of making progress through stability, coordinate quality development and safety with high standards, strengthen the concept of safe production, enhance the construction of personnel qualification, carry out in-depth investigation and rectification of potential hazards, improve the capability of emergency management, and continuously increase the efficiency of safety monitoring. Furthermore, Meilan Airport will explore new growth opportunities in the domestic market, accelerate the recovery of international market and forge the transportation network to attain concurrent operation of international and domestic routes.

報告期後事項

於二零二三年十二月三十一日後，並無發生任何對本集團有重大影響的事件。

慈善捐款

二零二三年，美蘭機場通過愛心基金會平台，幫扶3名困難員工，資助金額共人民幣3萬元。同時，通過內部發起倡議的形式，為6名困難員工募集善款逾人民幣25萬元，有效解決了員工的燃眉之急，展現出了本公司與員工和衷共濟、守望相助的情懷；組織慰問活動12次，合計投入慰問資金人民幣435萬餘元。

此外，本公司一直秉持著以人為本的關愛理念，積極開展福利院孤寡老人慰問、關愛鄉村困難群眾等各類社會公益活動，組織開展無償獻血活動，共有263名員工參與獻血，總獻血量達65,100ml。其中一位員工成功為一名素未謀面的白血病患者捐獻265ml造血幹細胞，彰顯了美蘭機場員工的大愛與擔當。

未來發展

航空業務

二零二四年，美蘭機場將立足新發展階段，堅持穩中求進、以進促穩，統籌高質量發展和高水平安全，牢固樹立安全發展理念，強化安全生產責任落實，狠抓人員資質能力建設，深入開展隱患排查整治，切實提高應急處置能力，持續提升安全監管效能，挖掘國內市場新增長點，推動國際市場加快恢復，織密運輸網絡，實現國內外航線比翼齊飛。

REPORT FROM THE BOARD

董事會報告

Non-aviation Business

In 2024, Meilan Airport will complete the investment promotion and entrance as well as articulation for new merchants of Terminal 1 and terminal complex, and make full use of the existing commercial resources; promote the upgrading of duty-free brands and innovation of duty-free projects in conjunction with the duty-free operators; design quality products such as “aviation + duty-free shopping” and “aviation + vacation” for transit flights jointly with agencies including airlines and travel agencies; and formulate diversified business development plans and accelerate the launching of cross-border e-commerce 9610 import business on the basis of executing the export mode for existing cross-border e-commerce, in order to implement the regulatory mode of “two in one” in terms of cross-border e-commerce and international express.

At the same time, Meilan Airport will also solidly carry out brand enhancement work to improve its service quality; optimize the financial structure to ensure a balanced funding; strengthen safety management and control, pay attention to safety prevention and control and smoothly realize the 26th safety operation year of Meilan Airport; Meilan Airport will accelerate the implementation of the preparation for the island-wide closure operation, and implement the responsibilities and missions of serving the aviation hub construction of Hainan Free Trade Port.

FINAL DIVIDEND

The Board expected that, in 2024, the Company will have a relatively large capital demand, mainly because the Phase II Expansion Project has been put into operation, and the out-of-pocket costs have increased relatively significantly; and the Phase II Expansion Project has not yet been completed and settled, a large amount of capital will still be required in 2024 to ensure the payment of the project funds. In view of the actual needs of the Company's future development capital, the Board recommended no payment of final dividend for the year ended 31 December 2023.

During the Year, there was no arrangement under which any shareholders of the Company has waived or agreed to waive any dividend.

非航空業務

二零二四年，美蘭機場將完成T1航站樓、站前綜合體招商及新商戶入駐銜接工作，充分利用現有商業資源；配合免稅運營商推進免稅品牌升級改造及免稅項目創新；聯合航空公司、旅行社等單位，研究設計中轉航班「航空+免稅購物」「航空+度假」等優質服務產品；在夯實現有跨境電商出口模式的基礎上，謀劃多業態發展，加快開通跨境電商9610進口業務，推動落實跨境電商和國際快件「兩場合一」監管模式。

同時，美蘭機場還將紮實開展品牌提升工作，提升美蘭機場服務質量；優化財務結構，確保資金平衡；加強安全管控，抓細安全防控，順利實現美蘭機場第二十六個安全運行年；加快落實全島封關運作籌備，把服務海南自貿港航空樞紐建設的職責和使命落到實處。

末期股息

董事會預計二零二四年本公司資金需求量較大，主要由於二期擴建項目已投入運營，付現成本費用增長較多；且二期擴建項目工程尚未竣工結算，二零二四年需投入較大資金用於保障工程款支付。鑒於本公司未來發展資金的實際需要，董事會建議不派發截至二零二三年十二月三十一日止年度之末期股息。

本年度內，概無本公司股東放棄或同意放棄任何股息的安排。

REPORT FROM THE BOARD

董事會報告

DIVIDEND POLICY

The Articles of Association permit the Company to distribute dividends or make other distributions according to an ordinary resolution of the shareholders, and prevent the Company from distributing dividends or bonuses without first making up for losses and making all tax and other payments required by law. Under the Articles of Association, the Company may, in addition to final dividend, distribute interim or special dividends in the form of cash or shares. In accordance with the Articles of Association, the distributable profits available to the Company for the purpose of profit distribution will be deemed to be the lesser of:

1. the net income determined in accordance with PRC accounting standards and regulations; and
2. the net income determined in accordance with International Accounting Standards.

However, prior to payment of dividends, profits of the Company are subject to deductions such as allocations to the statutory common reserve and the statutory public welfare fund. The Company's outstanding credit facilities do not impose any restrictions on its ability to pay dividends.

Subject to the foregoing, the Company intends to make interim dividend payments in or around October of each year and final dividend payments in or around June of each year. The distribution of dividend payment will be dependent upon the Company's earnings, financial conditions, cash requirements and availability, the provisions of the Company Law and other factors. There is no assurance as to whether the dividend distribution will occur as intended, the amount of dividend payment or the timing of such payment.

The Articles of Association required that cash dividends of H Shares will be declared in Renminbi and paid in Hong Kong dollars to H Shareholders. Conversion of Renminbi into Hong Kong dollars will be subject to the relevant PRC foreign exchange regulations and will be calculated at an exchange rate which will be the average of the PBOC Exchange Rate one calendar week preceding the date of declaration of dividends. If the Company does not have sufficient foreign exchange reserves to pay its Hong Kong dollars dividends, it intends to exchange its RMB funds into the required Hong Kong dollars from authorised banks or through other approved means. There is no assurance that the Company will be able to obtain Hong Kong dollar funds as needed.

ANNUAL GENERAL MEETING AND CLOSURE OF REGISTER OF MEMBERS

The Company will announce the date of the annual general meeting and the period of closure of register of members in due course.

股息政策

《公司章程》允許本公司依據股東普通決議案分派股息或作出其他分派，並規定本公司在未彌補虧損及繳納法律規定的所有稅項及其他付款前，不得分派股息或紅利。根據《公司章程》，除末期股息以外，本公司可以現金或股份形式分派中期或特別股息。根據《公司章程》，本公司可用作分派盈利的金額將被視為以下兩者中的較少者：

1. 依據中國會計準則和規則所釐定的淨收入；及
2. 依據國際會計準則所釐定的淨收入。

然而，在支付股息前，本公司盈利可作出若干扣減，例如分配至法定公積和法定公益金等。本公司尚未償還的信貸備用額對本公司支付股息能力不設任何限制。

受上文所述的規限，本公司約於每年十月派發中期股息，並約於每年六月派發末期股息。分派之股息金額將視本公司的盈利、財務狀況、現金需求及可用現金、《公司法》的規定及其他因素而定。本公司不能保證是否會如計劃一般分派股息，亦不能保證股息的金額或在何時分派股息。

《公司章程》規定H股現金股息以人民幣宣派和以港元支付給H股股東。人民幣兌換港元將受相關的中國外匯規定規限，及將以宣派股息前一周人民銀行匯率平均值計算。倘若本公司無足夠外匯儲備以支付其港元股息，則其擬從特許的銀行或通過其他方式兌換所需港元。不能保證本公司能在需要時取得港元資金。

股東週年大會及暫停辦理股東登記

本公司將適時公佈股東週年大會日期及暫停辦理股東登記期間。

REPORT FROM THE BOARD

董事會報告

SYNDICATED LOAN

Details of the Syndicated Loan are set out in Notes 2(1) and 8(6)(b) to the financial statements.

銀團貸款

銀團貸款的詳情載於財務報表附註二(1)及八(6)(b)。

PROPERTY, PLANT AND EQUIPMENT

The Group holds the Terminal Complex Project (Haikou Meilan Airport comprehensive transportation hub GTC phase I) located in Meilan District, Haikou City, Hainan Province, the PRC for the year ended 31 December 2023, the location of which is Meilan Airport Road, Meilan District, Haikou City, Hainan Province, the PRC. The commercial building and parking building of the project are investment properties of the Company, which are used for commercial and parking purposes. The usage period of such buildings is from May 2017 to September 2049. Details of the property, plant and equipment as at 31 December 2023 and the changes in the property, plant and equipment of the Group and the Company for the year ended 31 December 2023 are set out in Note 4(9) and Note 4(10) to the financial statements.

物業、機器及設備

截至二零二三年十二月三十一日止年度，本集團持有坐落於中國海南省海口市美蘭區之站前綜合體項目(海口美蘭機場綜合交通樞紐GTC一期)，位置為中國海南省海口市美蘭區美蘭機場路，該項目商業樓及停車樓為本公司投資性房地產，用途為商業及停車用途，使用年限自二零一七年五月起至二零四九年九月止。本集團及本公司於二零二三年十二月三十一日之物業、機器及設備及截至二零二三年十二月三十一日止年度之物業、機器及設備的變動情況載列於財務報表附註四(9)和附註四(10)。

TAXATION

Details of taxation of the Group and the Company (including all tax preferences) for the year ended 31 December 2023 are set out in Note 3 to the financial statements.

稅項

本集團及本公司截至二零二三年十二月三十一日止年度的稅項詳情(包括任何稅項優惠)載列於財務報表附註三。

RESERVES

Details of reserves of the Group and the Company during the year ended 31 December 2023 are set out in Note 4(29) and Note 4(30) to the financial statements.

儲備

本集團及本公司於截至二零二三年十二月三十一日止年度之儲備詳情載列於財務報表附註四(29)和附註四(30)。

DISTRIBUTABLE RESERVES

As at 31 December 2023, the balance of capital surplus and statutory surplus reserve of the Company amounted to approximately RMB699,484,654 and approximately RMB246,394,231 respectively, which were determined in accordance with the Company Law and China's accounting standards and regulations. In addition, pursuant to the Articles of Association, the retained profits available for dividend distribution of the Company amounted to approximately RMB3,137,228,050.

可供分派儲備

於二零二三年十二月三十一日，根據《公司法》、中國會計準則及規定釐定，本公司資本公積餘額約為人民幣699,484,654元，法定盈餘公積金餘額約為人民幣246,394,231元。此外，根據《公司章程》，本公司未分配利潤約為人民幣3,137,228,050元可作股息予以分派。

SUBSIDIARIES

Details of the Company's subsidiaries as at 31 December 2023 are set out in Note 6(1) to the financial statements.

子公司

本公司於二零二三年十二月三十一日止之子公司詳情載列於財務報表附註六(1)。

REPORT FROM THE BOARD

董事會報告

MAJOR CUSTOMERS AND SUPPLIERS

The largest customer and the top five largest customers of the Group represented 22.14% and 53.37% of the total sales of the Group for the year ended 31 December 2023, respectively.

The largest supplier and the top five largest suppliers of the Group represented 7.14% and 9.73% of the total operating costs of the Group, respectively for the year ended 31 December 2023. The Group and its customers and suppliers have maintained close co-operations based on the principle of fairness, transparency and friendliness for a couple of years. The Group believes that as our business scope and business volume expand, the Group will reach a strong relationship with more customers and suppliers in accordance with compliant procurement and audit systems.

At any time during the year ended 31 December 2023, none of the Directors, Supervisors, their close associates or, to the knowledge of the Directors, any shareholder holding more than 5% of the issued shares of the Company was interested in any of the top five largest customers or suppliers of the Group.

RELATIONSHIP WITH EMPLOYEES

The Group maintains a sound relationship with its employees through meticulous staff caring initiatives and various social welfare campaigns. Please refer to the “Environmental, Social and Governance Report” on page 122 to page 184 in this annual report of the Company for details.

主要客戶及供應商

截至二零二三年十二月三十一日止年度，本集團經營業務中，最大的客戶及五位最大的客戶分別佔本集團總銷售額的22.14%及53.37%。

截至二零二三年十二月三十一日止年度，本集團經營業務中，最大的供貨商及五位最大的供貨商分別佔本集團運營成本的7.14%及9.73%。本集團與客戶及供應商之間遵照公允、透明、友好的原則，已合作多年。本集團相信，隨著業務範圍的擴張及業務量的增長，本集團將會遵從合規的採購和審計制度與更多的客戶及供應商達成良好合作關係。

於截至二零二三年十二月三十一日止年度任何時間，概無董事、監事、其緊密連絡人或就董事所知擁有本公司已發行股份超過5%的股東於本集團五大客戶或供貨商當中任何一方擁有權益。

與僱員之關係

本集團通過細緻入微的員工關愛行動、豐富多彩的社會公益活動等與本集團員工保持良好的僱主與僱員關係。詳情請參見本年報第122頁至第184頁的「環境、社會與管治報告」。

REPORT FROM THE BOARD

董事會報告

SHARE CAPITAL STRUCTURE

As at 31 December 2023, the total number of issued share capital of the Company was 473,213,000, of which:

股本結構

於二零二三年十二月三十一日，本公司已發行之總股本為473,213,000股，其中：

		Numbers of shares 股數	Percentage of total issued shares 佔已發行總股份比例
Domestic shares	內資股	246,300,000	52%
H shares	H股	226,913,000	48%
Total	總數	473,213,000	100%

SUBSTANTIAL SHAREHOLDERS' INTERESTS IN SHARES

As at 31 December 2023, so far as known to the Directors, Supervisors and chief executive of the Company, the following persons (other than a Director, Supervisor or chief executive of the Company) had interests or short positions in the shares and underlying shares of the Company which were required to be recorded in the register to be kept by the Company under section 336 of the Securities and Futures Ordinance (the "SFO") (Chapter 571 of the Laws of Hong Kong).

主要股東的股份權益

於二零二三年十二月三十一日，就本公司董事、監事或主要行政人員所知，以下人士(本公司董事、監事或主要行政人員除外)於本公司股份及相關股份中擁有須記錄於本公司根據香港法例第571章證券及期貨條例(「證券及期貨條例」)第336條須備存的登記冊內的權益或淡倉。

Domestic Shares

內資股

Name of Shareholders 股東名稱	Capacity 身份	Number of ordinary shares 普通股數目	Percentage of Domestic shares issued 佔已發行內資股百分比	Percentage of total issued share capital 佔已發行總股本百分比
Haikou Meilan International Airport Company Limited.* (Note 1) 海口美蘭國際機場有限責任公司(附註1)	Beneficial owner 實益擁有人	237,500,000(L)	96.43%	50.19%
Hainan Airport Industrial Investment Co., Ltd.* (Note 1) 海南機場實業投資有限公司(附註1)	Interest of controlled corporations 受控制公司權益	237,500,000(L)	96.43%	50.19%
Hainan Development Holdings Co., Ltd.* (Note 1) 海南省發展控股有限公司(附註1)	Interest of controlled corporations 受控制公司權益	237,500,000(L)	96.43%	50.19%

REPORT FROM THE BOARD

董事會報告

H Shares

H股

Name of Shareholders	Type of interest	Number of ordinary shares	Percentage of H shares issued 佔已發行H股百分比	Percentage of total issued share capital 佔已發行總股本百分比
股東名稱	權益類別	普通股數目		
UBS Group AG (Note 2)	Interest of controlled corporations	24,956,642(L)	10.99%	5.27%
UBS Group AG (附註2)	受控制公司權益			
HSBC Holdings plc (Note 3)	Interest of controlled corporations	12,123,000(L)	5.34%	2.56%
HSBC Holdings plc (附註3)	受控制公司權益	12,124,000(S)	5.34%	2.56%
M&G Plc (Note 4)	Interest of controlled corporations	13,925,090(L)	6.13%	2.94%
M&G Plc (附註4)	受控制公司權益	1,198,910(S)	0.53%	0.25%
The Bank of New York Mellon Corporation (Note 5)	Interest of controlled corporations	11,763,925(L)	5.18%	2.49%
The Bank of New York Mellon Corporation (附註5)	受控制公司權益	126,000(P)	0.06%	0.03%
China International Capital Corporation Limited (Note 6)	Interest of controlled corporations	11,641,000(L)	5.13%	2.46%
China International Capital Corporation Limited (附註6)	受控制公司權益	11,641,000(S)	5.13%	2.46%

Notes:

附註：

- Haikou Meilan International Airport Company Limited is established in the PRC and is the controlling shareholder of the Company.

According to the disclosure of interests filed on the website of the Hong Kong Stock Exchange, Hainan Development Holdings Co., Ltd.* (海南省發展控股有限公司) holds 100% interests in Hainan Airport Group Co., Ltd.* (海南機場集團有限公司), Hainan Airport Group Co., Ltd. holds 56.00% interests in Hainan Airport Industrial Investment Co., Ltd.* (海南機場實業投資有限公司), and Hainan Airport Industrial Investment Co., Ltd. holds 46.81% interests in the Parent Company. Therefore, both Hainan Development Holdings Co., Ltd. and Hainan Airport Industrial Investment Co., Ltd. are deemed to be interested in the 237,500,000 domestic shares of the Company in long position held by the Parent Company.

- According to the disclosure of interests filed on the website of the Hong Kong Stock Exchange, UBS Group AG held 100% interests in each of (i) UBS Asset Management (Americas) Inc.; (ii) UBS Asset Management (Hong Kong) Ltd; (iii) UBS Asset Management (Singapore) Ltd; (iv) UBS Fund Management (Luxembourg) S.A.; (v) UBS Asset Management Switzerland AG; (vi) UBS Fund Management (Switzerland) AG; (vii) UBS AG; (viii) UBS Switzerland AG; and (ix) Credit Suisse Funds AG. Therefore, UBS Group AG was deemed to be interested in 23,000, 1,297,000, 512,300, 19,112,499, 39,000, 40,000, 3,000,143, 850,700 and 82,000 H shares in long position held by the aforesaid companies, respectively.

- 海口美蘭國際機場有限責任公司在中國境內成立，為本公司之控股股東。

根據於香港聯交所網站列載之權益披露，海南省發展控股有限公司持有海南機場集團有限公司100%權益，海南機場集團有限公司持有海南機場實業投資有限公司56.00%權益，而海南機場實業投資有限公司持有母公司46.81%權益。因此，海南省發展控股有限公司及海南機場實業投資有限公司均被視為於母公司持有的本公司237,500,000股內資股好倉股份中擁有權益。

- 根據香港聯交所網站列載之權益披露，UBS Group AG 持有(i) UBS Asset Management (Americas) Inc.；(ii) UBS Asset Management (Hong Kong) Ltd；(iii) UBS Asset Management (Singapore) Ltd；(iv) UBS Fund Management (Luxembourg) S.A.；(v) UBS Asset Management Switzerland AG；(vi) UBS Fund Management (Switzerland) AG；(vii) UBS AG；(viii) UBS Switzerland AG；及(ix) Credit Suisse Funds AG 的100%權益。因此，UBS Group AG被視為於上述公司分別所持的23,000股、1,297,000股、512,300股、19,112,499股、39,000股、40,000股、3,000,143股、850,700股及82,000股H股好倉股份中擁有權益。

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3. According to the disclosure of interests filed on the website of the Hong Kong Stock Exchange, HSBC Holdings plc held 100% interest in HSBC Bank plc. Therefore, HSBC Holdings plc was deemed to be interested in 12,123,000 H Shares in long positions and 12,110,000 H Shares in short positions held by HSBC Bank plc. In addition, HSBC Holdings plc held 100% interest in HSBC Asia Holdings Limited, which held 100% interest in The Hongkong and Shanghai Banking Corporation Limited. Therefore, HSBC Holdings plc was deemed to be interested in 14,000 H Shares in short positions held by The Hongkong and Shanghai Banking Corporation Limited.
4. According to the disclosure of interests filed on the website of the Hong Kong Stock Exchange, M&G Plc held 100% interest in M&G Group Regulated Entity Holding Company Limited, which held 100% interest in M&G Group Limited. M&G Plc also held 100% interest in The Prudential Assurance Company. M&G Group Limited held 100% interest in M&G FA Limited, which held 100% interest in M&G Luxembourg S.A., M&G Investment Management Limited and M&G Securities Limited. Therefore, M&G Plc was deemed to be interested in 1,882,000, 13,925,090 and 12,043,090 H Shares in long positions held by M&G Luxembourg S.A., M&G Investment Management Limited and M&G Securities Limited, respectively, and 1,198,910 and 1,198,910 H Shares in short positions held by M&G Investment Management Limited and M&G Securities Limited, respectively.
5. According to the disclosure of interests filed on the website of the Hong Kong Stock Exchange, The Bank of New York Mellon Corporation held 100% interest in The Bank of New York Mellon. The Bank of New York Mellon held 100% interest in BNY International Financing Corporation, which held 100% interest in BNY Mellon Corporate Trustee Services Limited. Therefore, The Bank of New York Mellon Corporation was deemed to be interested in 4,956,538 and 6,807,387 H Shares in long positions held by The Bank of New York Mellon and BNY Mellon Corporate Trustee Services Limited, respectively.
6. According to the disclosure of interests filed on the website of the Hong Kong Stock Exchange, China International Capital Corporation Limited held 100% interest in China International Capital Corporation (International) Limited, which held 100% interest in CICC Financial Holdings Limited. CICC Financial Holdings Limited held 100% interest in CICC Financial Trading Limited. Therefore, China International Capital Corporation Limited was deemed to be interested in 11,110,000 H Shares in long positions and 5,717,000 H Shares in short positions held by CICC Financial Trading Limited.
7. (L), (S) and (P) represent long position, short position and shares available for lending, respectively.
3. 根據香港聯交所網站列載之權益披露，HSBC Holdings plc持有HSBC Bank plc的100%權益。因此，HSBC Holdings plc被視為為HSBC Bank plc所持的12,123,000股H股好倉股份及12,110,000股H股淡倉股份中擁有權益。此外，HSBC Holdings plc持有HSBC Asia Holdings Limited(持有The Hongkong and Shanghai Banking Corporation Limited的100%權益)的100%權益。因此，HSBC Holdings plc被視為為The Hongkong and Shanghai Banking Corporation Limited所持的14,000股H股淡倉股份中擁有權益。
4. 根據香港聯交所網站列載之權益披露，M&G Plc持有M&G Group Regulated Entity Holding Company Limited(持有M&G Group Limited 100%權益)的100%權益。M&G Plc亦持有The Prudential Assurance Company的100%權益。M&G Group Limited持有M&G FA Limited(持有M&G Luxembourg S.A.、M&G Investment Management Limited及M&G Securities Limited 100%權益)的100%權益。因此，M&G Plc被視為為M&G Luxembourg S.A.、M&G Investment Management Limited及M&G Securities Limited分別所持的1,882,000股、13,925,090股及12,043,090股H股好倉股份，且於M&G Investment Management Limited及M&G Securities Limited分別所持的1,198,910股及1,198,910股H股的淡倉股份中擁有權益。
5. 根據香港聯交所網站列載之權益披露，The Bank of New York Mellon Corporation持有The Bank of New York Mellon的100%權益。The Bank of New York Mellon持有BNY International Financing Corporation(持有BNY Mellon Corporate Trustee Services Limited 100%權益)的100%權益。因此，The Bank of New York Mellon Corporation被視為為The Bank of New York Mellon及BNY Mellon Corporate Trustee Services Limited分別所持的4,956,538股及6,807,387股H股好倉股份中擁有權益。
6. 根據香港聯交所網站列載之權益披露，China International Capital Corporation Limited持有China International Capital Corporation (International) Limited(持有CICC Financial Holdings Limited 100%權益)的100%權益。而CICC Financial Holdings Limited持有CICC Financial Trading Limited的100%權益。因此，China International Capital Corporation Limited被視為為CICC Financial Trading Limited所持的11,110,000股H股好倉股份及5,717,000 H股的淡倉股份中擁有權益。
7. (L)、(S)及(P)分別代表好倉、淡倉及可供借出的股份。

Save as disclosed above, as at 31 December 2023, so far as known to the Directors, Supervisors and chief executive of the Company, there was no other person (other than the Directors, Supervisors or chief executive of the Company) who had interests or short positions in the shares or underlying shares of the Company which were required to be recorded in the register to be kept by the Company under section 336 of the SFO.

除上文披露者外，於二零二三年十二月三十一日，就本公司董事、監事及主要行政人員所知，概無其他人士(本公司董事、監事或主要行政人員除外)於本公司股份或相關股份中擁有須記錄於本公司根據證券及期貨條例第336條須備存的登記冊內的權益或淡倉。

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INTERESTS OF DIRECTORS, SUPERVISORS AND CHIEF EXECUTIVE IN SHARES

As at 31 December 2023, no Directors, Supervisors or chief executive of the Company had any interests or short positions in the shares, underlying shares or debentures of the Company or any of its associated corporations (within the meaning of Part XV of the SFO), which were required to be recorded in the register required to be kept by the Company under section 352 of the SFO, or required to be notified to the Company and the Hong Kong Stock Exchange pursuant to the Model Code.

CONNECTED TRANSACTIONS

The Parent Company is the controlling shareholder of the Company as it holds 50.19% interest in the Company, and accordingly is a connected person of the Company. Details of connected transactions between the Parent Company and the Company are set below:

1. 2023 Supplemental Parent Company Domestic Shares Subscription Agreement

As the Parent Company planned to transfer the assets in relation to Meilan Airport Phase I runway ("Phase I Runway Assets") to the Company as the consideration for subscribing for new domestic shares, the Company and the Parent Company entered into the 2020 Parent Company Domestic Shares Subscription Agreement on 24 July 2020, and entered into the 2021 Supplemental Parent Company Domestic Shares Subscription Agreement on 21 August 2021 and the 2023 Supplemental Parent Company Domestic Shares Subscription Agreement on 17 September 2023, details of which are set below:

Date: 17 September 2023

Parties: the Company and the Parent Company

Pursuant to the 2021 Supplemental Parent Company Domestic Shares Subscription Agreement, the Company and the Parent Company unanimously agreed to make the following amendments to the 2020 Parent Company Domestic Shares Subscription Agreement and 2021 Supplemental Parent Company Domestic Shares Subscription Agreement:

- (i) The Parent Company agreed to subscribe for not more than 140,926,000 domestic shares to be issued by the Company as the consideration for the transfer of the Phase I Runway Assets, which was determined based on the aggregate appraised asset value of approximately RMB1.52 billion of the Phase I Runway Assets as at 31 July 2023 (the "2023 Valuation"); and

董事、監事及主要行政人員的股份權益

於二零二三年十二月三十一日，本公司董事、監事或主要行政人員概無於本公司或其任何相聯法團(定義見證券及期貨條例第XV部)的股份、相關股份或債權證中擁有須記錄於本公司根據證券及期貨條例第352條須備存的登記冊內，或根據標準守則須知會本公司及香港聯交所的權益或淡倉。

關連交易事項

母公司持有本公司50.19%的股權，為本公司的控股股東，因此亦為本公司的關連人士。本公司與母公司的關連交易的詳情列載如下：

1. 二零二三年母公司內資股認購補充協議

母公司計劃向本公司轉讓美蘭機場一期跑道相關資產(「一期跑道相關資產」)以認購新內資股，本公司與母公司於二零二零年七月二十四日訂立二零二零年母公司內資股認購協議，於二零二一年八月二十一日訂立二零二一年母公司內資股認購補充協議，於二零二三年九月十七日訂立二零二三年母公司內資股認購補充協議，詳情載列如下：

日期：二零二三年九月十七日

訂立方：本公司及母公司

根據二零二一年母公司內資股認購補充協議，本公司與母公司一致同意對二零二零年母公司內資股認購協議及二零二一年母公司內資股認購補充協議作出以下修訂：

- (i) 母公司同意認購不超過140,926,000股本公司將予發行的內資股作為轉讓一期跑道相關資產的代價，該代價以一期跑道相關資產於二零二三年七月三十一日的評估資產總值約人民幣15.2億元(「二零二三年估值」)為基礎確定；及

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- (ii) The Parent Company and the Company further consented that if, in accordance with the requirements of domestic laws and regulations or regulatory authorities, a relevant valuation report is required to be issued by a domestic appraisal entity, and if there is any difference between the valuation results and the 2023 Valuation, the lower appraised value will be adopted by both parties as the consideration for the Parent Company Subscription by the Parent Company with a view to protect the interests of minority shareholders. Accordingly, where the domestic appraised value is greater than the 2023 Valuation at that time, the consideration for the Parent Company Subscription shall be determined with reference to the 2023 Valuation without any adjustment; where the domestic appraised value is less than the 2023 Valuation at that time, the consideration for the Parent Company Subscription shall be determined based on such lower appraised value. The parties agreed to make necessary written confirmation or sign a supplemental agreement (if required) in accordance with the final valuation results at that time.

The Board will seek approval from the shareholders at the extraordinary general meeting and the class meetings to authorize the Board and/or persons designated by the Board to determine the final consideration if there is no material difference (within a difference not more than 1% between the 2023 Valuation and any domestic appraised value).

The 2020 Parent Company Domestic Shares Subscription Agreement and 2021 Supplemental Parent Company Domestic Shares Subscription Agreement which were amended by the 2023 Supplemental Parent Company Domestic Shares Subscription Agreement would continue to remain valid and legally binding on the parties thereto. The provisions of the 2023 Supplemental Parent Company Domestic Shares Subscription Agreement shall prevail in case of any inconsistency. The price mechanism of the Parent Company Subscription remained unchanged as contained in the 2020 Parent Company Domestic Shares Subscription Agreement. The total consideration for the Parent Company Subscription and the maximum number of domestic shares to be issued were only slightly adjusted and was determined with reference to the 2023 Valuation and assets attributable to the Phase I Runway Assets.

For details of the 2020 Parent Company Domestic Shares Subscription Agreement, the 2021 Supplemental Parent Company Domestic Shares Subscription Agreement and the 2023 Supplemental Parent Company Domestic Shares Subscription Agreement, please refer to the announcement dated 24 July 2020, the circular dated 20 August 2020, the announcement dated 22 August 2021, the circular dated 21 September 2021, the announcement dated 17 September 2023 and the circular dated 16 November 2023 of the Company.

- (ii) 母公司與本公司進一步同意，如根據境內法律法規或者監管機關的要求，需要境內評估實體相應出具評估報告，且如評估結果與二零二三年估值之間存在差異，為保護中小股東利益，雙方將以評估值較低者作為母公司進行母公司認購事項的代價。據此，如屆時境內評估值大於二零二三年估值，則母公司認購事項的代價參考二零二三年估值確定，不涉及調整；如屆時境內評估值小於二零二三年估值，則母公司認購事項的代價將以評估值較低者為基礎確定。雙方同意，屆時將按照最終評估結果，作出必要書面確認或者簽署補充協議（如需）。

倘無重大差異（二零二三年估值與任何境內評估值之間的差異不超過1%），董事會將在股東特別大會及類別股東大會上尋求股東批准授權董事會及/或董事會的指定人士釐定最終代價。

經二零二三年母公司內資股認購補充協議修訂的二零二零年母公司內資股認購協議及二零二一年母公司內資股認購補充協議將繼續保持有效並對訂約各方具有法律約束力。倘若存在任何衝突，以二零二三年母公司內資股認購補充協議的條文為準。母公司認購事項的定價方式將與二零二零年母公司內資股認購協議所載者維持不變。母公司認購事項的總代價及將予發行的內資股最高數目僅一項輕微調整，乃經參考二零二三年估值以及歸入一期跑道相關資產之資產而釐定。

有關二零二零年母公司內資股認購協議、二零二一年母公司內資股認購補充協議及二零二三年母公司內資股認購補充協議的詳情，請參閱本公司日期為二零二零年七月二十四日的公告、日期為二零二零年八月二十日的通函、日期為二零二一年八月二十二日的公告、日期為二零二一年九月二十一日的通函、日期為二零二三年九月十七日的公告及日期為二零二三年十一月十六日的通函。

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2. The Lease Agreement

As the Phase II expansion project invested and constructed jointly by the Company and the Parent Company commenced operation on 2 December 2021, in order to ensure the stable operation of the Company's business and to facilitate the long-term development of the Company, the Parent Company agreed to lease the relevant operation and supporting assets of Meilan Airport Phase I and Meilan Airport Phase II held by the Parent Company to the Company. As at 9 November 2022, the Company and the Parent Company entered into a lease agreement, details of which are set out below:

Date: 9 November 2022

Parties: the Company and the Parent Company

Term: From 1 January 2023 to 31 December 2025.

The Leased Assets comprise:

- (1) Meilan Airport Phase I: lands, buildings, structures and equipment, which includes the Domestic Shares Subscription Assets; and
- (2) Meilan Airport Phase II: lands, buildings, structures and equipment, such as the airport runways, security inspection assets, water and power supply assets, logistics and support assets (including lands, buildings, structures, and equipment).

In light of the large scale of the Leased Assets under the Lease Agreement, and in order to ensure the continuous operation of Meilan Airport and enhance the commercial operability of the Parties, the Parties agreed that the scope and subject matter of the Leased Assets under the Lease Agreement may be reasonably adjusted pursuant to the then conditions and use of the Leased Assets (including but not limited to the use of necessary substitute assets and/or the renovated Leased Assets), provided that the variation of the aggregate rental fee under the Lease Agreement payable by the Company to the Parent Company during the term of the lease in accordance with the terms of the Lease Agreement is within the range of 5%.

2. 租賃協議

由於本公司與母公司共同投資建設的二期擴建項目已於二零二一年十二月二日投入運營，為確保本公司業務運營的穩健及促進本公司的長遠發展，母公司同意向本公司出租其所持有的美蘭機場一期、美蘭機場二期相關運營和配套資產，本公司與母公司於二零二二年十一月九日訂立租賃協議，詳情載列如下：

日期：二零二二年十一月九日

訂約方：本公司及母公司

租期：租期為自二零二三年一月一日起至二零二五年十二月三十一日止。

租賃資產：包括：

- (1) 美蘭機場一期：土地、建築物、構築物及設備，包括內資股認購資產；及
- (2) 美蘭機場二期：土地、建築物、構築物及設備，如機場跑道、安檢資產、水電供應資產、後勤保障資產（包括土地、建築物、構築物及設備）。

鑒於租賃協議項下的租賃資產規模較大，為確保美蘭機場的持續經營並增強訂約方的商業可操作性，訂約方同意，租賃協議項下的租賃資產範圍及標的事項可根據租賃資產當時的條件及用途合理調整（包括但不限於使用必要的替代資產及/或翻新後的租賃資產），惟本公司根據租賃協議的條款於租賃期限內應付母公司的租賃協議項下總租金的變動幅度在5%的範圍內。

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Rental Fee and Payment: The aggregate annual rental fee for the Leased Assets payable by the Company to the Parent Company under the Lease Agreement shall be approximately RMB557 million (equivalent to approximately HK\$652 million) (calculated on the basis of 365 days per year and excluding VAT), subject to potential adjustment within a range of 5% due to change in the scope and subject matter of the Leased Assets as set out in the sub-section headed “Leased Assets” above. If there is any change to the scope of the Leased Assets within the term of the Lease Agreement (including but not limited to the acquisition of the ownership or state-owned land use rights of any part of the Leased Assets by the Company due to any other transaction arrangements, loss of any part of the Leased Assets for reasons other than the Company or the reasonable adjustment of the scope and subject matter of the Leased Assets by the Parties in accordance with the Lease Agreement), the Parties shall adjust the rental fee for the Leased Assets accordingly.

In the event of early termination of the Lease Agreement or expiry of the term of the lease of any part of the Leased Assets prior to the expiry of the Lease Agreement, the rental fee for the Leased Assets shall be calculated as follows:

The actual number of days during which the relevant part of the Leased Assets is leased by the Company * Daily rental fee (Note)

Note: Daily rental fee = Annual rental fee/365

The rental fee under the Lease Agreement has been determined based on the fair and just principles, after arm's length negotiations between the Parties with reference to the aggregated market rental fee of approximately RMB557 million (equivalent to approximately HK\$652 million) as appraised by the Valuer, (a) in relation to the valuation of the leased value of the lands, adopting the market approach and (b) in relation to the valuation of the leased value of the buildings, structures and equipment, based on their market value, which is arrived at by adopting the depreciated replacement cost approach, and the discounted capitalisation rates.

If the passenger throughput of Meilan Airport decreases during the term of the Lease Agreement due to force majeure such as pandemic, the Parties shall reduce or exempt the rental fee after negotiation based on the objective circumstances and the principles of fairness and reasonableness.

Unless otherwise agreed between the Parties, the rental fee together with VAT shall be settled and paid on a monthly basis. The Company shall pay, upon the end of each month, the rental fee for the Leased Assets together with any VAT on the rental fee based on the then applicable rate for the previous month to the bank account designated by the Parent Company within fifteen (15) Business Days after receipt of the invoices issued by the Parent Company (or any later date as then agreed by the Parties).

For details of the Lease Agreement, please refer to the announcement dated 9 November 2022 and the circular dated 14 December 2022 of the Company.

租金及支付：本公司根據租賃協議應付母公司的租賃資產年度租金總額約為人民幣557百萬元（相當於約652百萬元）（按每年365日計算及不包括增值稅），可能因上文「租賃資產」分節所載租賃資產的範圍及標的事項的變動予以調整，調整範圍在5%以內。租賃資產的範圍在租賃協議期限內如有任何變動（包括但不限於本公司由於任何其他交易安排收購任何部分租賃資產的擁有權或國有土地使用權，由於本公司以外的原因喪失任何部分租賃資產，或訂約方根據租賃協議合理調整租賃資產的範圍及標的事項），訂約方應相應調整租賃資產的租金。

倘租賃協議提前終止，或於租賃協議屆滿之前，任何部分租賃資產的租賃期限屆滿，則租賃資產的租金應按如下方式計算：

本公司租賃相關部分租賃資產的實際天數*每日租金（附註）

附註：每日租金=年度租金/365

租賃協議項下的租金已按照公平公正的原則，經訂約方公平磋商並參考估值師評估的市場租金總額約人民幣557百萬元（相當於約652百萬元）（由估值師(a)採納市場法計算得出土地租賃價值的估值，及(b)根據建築物、構築物及設備的市場價值（採納折舊重置成本法得出）以及資本化率折現後計算得出建築物、構築物及設備租賃價值的估值）。

倘美蘭機場的旅客吞吐量於租賃協議期限內由於疫情等不可抗力因素而減少，訂約方應在基於客觀情況及公平合理原則磋商後調減或豁免租金。

除非訂約方另行約定，租金及增值稅稅款按月結算和支付。本公司應於每月結束後在收到母公司開出的發票後十五(15)個營業日(或訂約方屆時約定的任何較遲日期)內向母公司指定的銀行賬戶支付租賃資產的上月租金，連同基於當時適用稅率就租金應繳的任何增值稅。

有關租賃協議的詳情，請參閱本公司日期為二零二二年十一月九日之公告及日期為二零二二年十二月十四日之通函。

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3. 2021 Supplemental Parent Company Domestic Shares Subscription Agreement

As the Parent Company planned to transfer the assets in relation to Phase I runway to the Company as the consideration for subscribing for new domestic shares, the Company and the Parent Company entered into the 2020 Parent Company Domestic Shares Subscription Agreement on 24 July 2020, and entered into the 2021 Supplemental Parent Company Domestic Shares Subscription Agreement on 21 August 2021, details of which are set below:

Date: 21 August 2021

Parties: the Company and the Parent Company

Pursuant to the 2021 Supplemental Parent Company Domestic Shares Subscription Agreement, the Company and the Parent Company unanimously agreed to make the following amendments to the 2020 Parent Company Domestic Shares Subscription Agreement:

- (i) The Parent Company agreed to subscribe for not more than 140,741,000 domestic shares to be issued by the Company as the consideration for the transfer of the Phase I Runway Assets, which was determined based on the aggregate appraised asset value of the Phase I Runway Assets as at 30 June 2021 (the “**2021 Valuation**”); and
- (ii) The Parent Company and the Company further consented that if, in accordance with the requirements of domestic laws and regulations or regulatory authorities, a relevant valuation report is required to be issued by a domestic appraisal entity, and if there is any difference between the valuation results and the 2021 Valuation, the lower appraised value will be adopted by both parties as the consideration for the Parent Company Subscription by the Parent Company with a view to protect the interests of minority shareholders of the Company. Accordingly, where the domestic appraised value is greater than the 2021 Valuation at that time, the consideration for the Parent Company Subscription shall be determined with reference to the 2021 Valuation without any adjustment; where the domestic appraised value is less than the 2021 Valuation at that time, the consideration for the Parent Company Subscription shall be determined based on such lower appraised value. The parties agreed to make necessary written confirmation or sign a supplemental agreement (if required) in accordance with the final valuation results at that time.

The Board will seek the shareholders at the extraordinary general meeting and the class meetings to authorize the Board and/or persons designated by the Board to determine the final consideration if there is no material difference (within a difference not more than 1% between the 2021 Valuation and any domestic appraised value).

3. 二零二一年母公司內資股認購補充協議

母公司計劃向本公司轉讓一期跑道相關資產以認購新內資股，本公司與母公司於二零二零年七月二十四日訂立二零二零年母公司內資股認購協議，於二零二一年八月二十一日訂立二零二一年母公司內資股認購補充協議，詳情載列如下：

日期：二零二一年八月二十一日

訂立方：本公司及母公司

根據二零二一年母公司內資股認購補充協議，本公司與母公司一致同意對二零二零年母公司內資股認購協議作出以下修訂：

- (i) 母公司同意認購不超過140,741,000股本公司將予發行的內資股作為轉讓一期跑道相關資產的代價，該代價以一期跑道相關資產於二零二一年六月三十日的評估資產總值（「二零二一年估值」）為基礎確定；及
- (ii) 母公司與本公司進一步同意，如根據境內法律法規或者監管機關的要求，需要境內評估實體相應出具評估報告，且如評估結果與二零二一年估值之間存在差異，為保護本公司中小股東利益，雙方將以評估值較低者作為母公司進行母公司認購事項的代價。據此，如屆時境內評估值大於二零二一年估值，則母公司認購事項的代價參考二零二一年估值確定，不涉及調整；如屆時境內評估值小於二零二一年估值，則母公司認購事項的代價將以評估值較低者為基礎確定。雙方同意，屆時將按照最終評估結果，作出必要書面確認或者簽署補充協議（如需）。

倘無重大差異（二零二一年估值與任何境內評估值之間的差異不超過1%），董事會將在股東特別大會及類別股東大會上尋求股東授權董事會及/或董事會的指定人士釐定最終代價。

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The 2020 Parent Company Domestic Shares Subscription Agreement which are amended by the 2021 Supplemental Parent Company Domestic Shares Subscription Agreement would continue to remain valid and legally binding on the parties thereto. The price mechanism and the maximum number of domestic shares to be issued for the Parent Company Subscription remained unchanged as contained in the 2020 Parent Company Domestic Shares Subscription Agreement. The total consideration for the Parent Company Subscription was only slightly adjusted and was determined with reference to the 2021 Valuation.

For details of the 2020 Parent Company Domestic Shares Subscription Agreement and the 2021 Supplemental Parent Company Domestic Shares Subscription Agreement, please refer to the announcement dated 24 July 2020, the circular dated 20 August 2020, the announcement dated 22 August 2021 and the circular dated 21 September 2021 of the Company.

4. 2020 Parent Company Domestic Shares Subscription Agreement

As the Parent Company planned to transfer the Phase I Runway Assets to the Company as the consideration for subscribing for new domestic shares, the Company and the Parent Company entered into the 2020 Parent Company Domestic Shares Subscription Agreement on 24 July 2020, the details of which are set out as follows:

Date: 24 July 2020

Parties: the Company and the Parent Company

Pursuant to the 2020 Parent Company Domestic Shares Subscription Agreement, the Parent Company agreed to subscribe for the Subscription Shares, being not more than 140,741,000 new domestic shares as consideration for the transfer of the Phase I Runway Assets by the Parent Company to the Company. The total subscription price for the Subscription Shares is approximately RMB1.520 billion, being the consideration for the transfer of the Phase I Runway Assets, which is determined based on the aggregate appraised asset value of the Phase I Runway Assets as at 30 June 2020 (i.e. approximately RMB1.520 billion).

For details of the 2020 Parent Company Domestic Shares Subscription Agreement, please refer to the announcement of the Company dated 24 July 2020 and the circular of the Company dated 20 August 2020.

經二零二一年母公司內資股認購補充協議修訂的二零二零年母公司內資股認購協議將繼續保持有效並對訂約各方具有法律約束力。就母公司認購事項將予發行的內資股定價方式及最高數目將與二零二零年母公司內資股認購協議所載者維持不變。母公司認購事項的總代價僅略有調整，乃經參考二零二一年估值而釐定。

有關二零二零年母公司內資股認購協議及二零二一年母公司內資股認購補充協議的詳情，請參閱本公司日期為二零二零年七月二十四日的公告、日期為二零二零年八月二十日的通函、日期為二零二一年八月二十二日的公告和日期為二零二一年九月二十一日的通函。

4. 二零二零年母公司內資股認購協議

母公司計劃向本公司轉讓一期跑道相關資產以認購新內資股，本公司與母公司於二零二零年七月二十四日訂立二零二零年母公司內資股認購協議，詳情載列如下：

日期：二零二零年七月二十四日

訂立方：本公司及母公司

根據二零二零年母公司內資股認購協議，母公司同意認購認購股份（即作為母公司向本公司轉讓一期跑道相關資產代價的不超過140,741,000股新內資股）。認購股份之總認購價約為人民幣15.20億元（即轉讓一期跑道相關資產之代價），乃根據一期跑道相關資產於二零二零年六月三十日之總評估值（即約人民幣15.20億元）釐定。

有關二零二零年母公司內資股認購協議的詳情，請參閱本公司日期為二零二零年七月二十四日的公告和日期為二零二零年八月二十日的通函。

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5. Supplemental Investment and Construction Agreement

Reference is made to the announcement of the Company dated 21 August 2015 and the circular of the Company dated 7 October 2015 in relation to, among others, the investment and construction agreement for the airport project of the Phase II Expansion Project (the “**Phase II Expansion Investment and Construction Agreement**”), pursuant to which the Company and the Parent Company agreed to construct the Airport Project with an estimated aggregate investment amount of approximately RMB13.838 billion. Considering the adjustment of the estimated aggregate investment amount of the Airport Project, on 11 May 2020, the Company and the Parent Company entered into the Supplemental Investment and Construction Agreement, details of which are set out below:

Date of agreement: 11 May 2020

Parties: the Company and the Parent Company

Subject matter: Considering the adjustment of the estimated aggregate investment amount of the Airport Project, on 11 May 2020 (after trading hours), the Company and the Parent Company entered into the Supplemental Investment and Construction Agreement to make certain amendments to the Phase II Expansion Investment and Construction Agreement in order to, among others, specify the allocation of investment amount between the Company and the Parent Company and arrange further financing for the Airport Project. Pursuant to the Supplemental Investment and Construction Agreement, the Company and the Parent Company have agreed that, due to the adjustment of the estimated aggregate investment amount of the Airport Project, the Company shall provide funds, amounting to approximately RMB7.646 billion, to construct the Company Construction Project, and the Parent Company shall provide funds, amounting to approximately RMB7.184 billion, to construct the Parent Company Construction Project.

The final amount of funds that the Company shall provide for constructing the Company Construction Project shall be subject to the actual investment amount to be set out in the project completion and settlement report of the Airport Project to be approved (if required) by relevant authorities and the allocation of the assets of the Airport Project between the Company and the Parent Company upon completion and acceptance of the Airport Project. The Company and the Parent Company shall have the right to engage an independent third party to audit such project completion and settlement report of the Airport Project.

Consideration: Pursuant to the Supplemental Investment and Construction Agreement, the Company will provide funds covering all the costs and expenses in the construction of the Company Construction Project of an estimated total amount of approximately RMB7.646 billion, comprising (i) construction costs of approximately RMB5.336 billion; (ii) other incidental expenditures of approximately RMB1.595 billion; (iii) preparation fee of approximately RMB291 million; and (iv) loan interest of approximately RMB424 million.

5. 投資建設補充協議

茲提述本公司日期為二零一五年八月二十一日之公告及本公司日期為二零一五年十月七日之通函，內容有關(其中包括)二期擴建項目中機場工程之投資建設協議(「**二期擴建投資建設協議**」)，據此，本公司及母公司同意興建機場項目，估計總投資金額約為人民幣138.38億元。考慮到機場項目估計總投資金額有所調整，本公司與母公司於二零二零年五月十一日訂立投資建設補充協議，投資建設補充協議的詳情載列如下：

協議日期：二零二零年五月十一日

訂約方：本公司及母公司

主體事項：考慮到機場項目估計總投資金額有所調整，於二零二零年五月十一日(交易時段後)，本公司與母公司訂立投資建設補充協議，對二期擴建投資建設協議進行若干修訂，以(其中包括)明確本公司與母公司之間的投資金額劃分以及就機場項目安排進一步融資。根據投資建設補充協議，本公司及母公司已同意，鑒於機場項目估計總投資金額有所調整，本公司應提供資金約人民幣76.46億元興建本公司建設項目，而母公司應提供資金約人民幣71.84億元興建母公司建設項目。

本公司應提供之興建本公司建設項目資金之最終金額以相關部門批准(如需要)的機場項目之工程竣工結算報告載列之實際投資金額以及機場項目完工及驗收後本公司與母公司之間對機場項目相關資產的劃分為準。本公司及母公司有權委託獨立第三方對機場項目之工程竣工結算報告進行審核。

代價：根據投資建設補充協議，本公司將提供涵蓋興建本公司建設項目所有成本及開支之資金，估計總金額約為人民幣76.46億元，包括(i)約為人民幣53.36億元之建設成本；(ii)約為人民幣15.95億元之其他雜項支出；(iii)約為人民幣2.91億元之預備費；及(iv)約為人民幣4.24億元之貸款利息。

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Subject to the project completion and settlement report of the Airport Project to be approved (if required) by relevant authorities and the assets invested by and registered under the name of the Company upon completion and acceptance of the Airport Project, such estimated maximum investment amount shall be further adjusted. The Company shall seek approval from the shareholders of the Company and make further disclosure pursuant to the applicable compliance requirements under the Listing Rules (if necessary) if and when the aggregate investment amount for the construction of the Company Construction Project is expected to exceed RMB7.646 billion due to any unforeseeable reasons that may be beyond the control of the Company.

For details of the Phase II Expansion Investment and Construction Agreement and the Supplemental Investment and Construction Agreement, please refer to the announcement dated 21 August 2015, the circular dated 7 October 2015, the announcement dated 11 May 2020 and the circular dated 20 August 2020 of the Company.

6. Loan Agreement

To raise the fund required for the construction of the Phase II Expansion Project, the Company, the Parent Company and lenders (including CDB, ICBC Hainan Branch and ABC Hainan Branch) entered into the Loan Agreement on 1 February 2018, details of which are set out below:

Date: 1 February 2018

Parties:

(1) Lenders:

- (i) CDB as the mandated lead manager and agent bank; and
- (ii) ICBC Hainan Branch and ABC Hainan Branch as participant banks; and

(2) Borrowers: The Parent Company and the Company, on a joint and several basis whereby each of the Parent Company and the Company is also liable for the indebtedness incurred by the other party under the loan.

Subject matters: According to the Loan Agreement, the Lenders agreed to grant the loans to the Company and the Parent Company on a joint and several basis. The principal was RMB7.8 billion for a term of 20 years and could only be used for the construction of the Airport Project.

For details of the Loan Agreement, please refer to the announcement of the Company dated 1 February 2018 and the circular of the Company dated 6 March 2018.

根據相關部門批准(如需要)的機場項目之工程竣工結算報告以及機場項目完工及驗收後本公司所投資及以本公司名義登記的資產，該估計最高投資金額可作進一步調整。若預期建設本公司建設項目的總投資金額因出現任何本公司控制範圍以外的無法預見之因素而超出人民幣76.46億元時，本公司將根據上市規則(如需要)適用的合規規定尋求本公司股東批准及作出進一步披露。

有關二期擴建投資建設協議及投資建設補充協議的詳情，請參閱本公司日期為二零一五年八月二十一日的公告、日期為二零一五年十月七日的通函、日期為二零二零年五月十一日的公告及日期為二零二零年八月二十日的通函。

6. 貸款協議

為籌集二期擴建項目所需建設資金，於二零一八年二月一日，本公司、母公司及貸款人(包括國家開發銀行、工商銀行海南省分行及農業銀行海南省分行)訂立貸款協議，其詳情載列如下：

日期：二零一八年二月一日

訂約方：

(1) 貸款人：

- (i) 國家開發銀行，作為獲授權牽頭經辦人及代理銀行；及
- (ii) 工商銀行海南省分行及農業銀行海南省分行，作為參與銀行；及

(2) 借款人：母公司及本公司，按共同及個別基準，從而母公司及本公司各自亦須承擔另一方於貸款下所產生的債務。

主體內容：根據貸款協議，貸款人同意按共同及個別基準向本公司及母公司授出貸款，本金為人民幣78億元，為期20年，僅可用於建設機場項目。

有關貸款協議的詳情，請參閱本公司日期為二零一八年二月一日的公告及日期為二零一八年三月六日的通函。

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7. Loan Allocation Agreement

On 1 February 2018, the Company and the Parent Company entered into the Loan Allocation Agreement to specify the allocation of the loan under the Loan Agreement dated 1 February 2018 between the parties, details of which are set out below:

Date: 1 February 2018

Parties: the Company and the Parent Company

Subject matters: According to the Loan Allocation Agreement, the Company agreed to be allocated RMB3.9 billion (50% of the loan) and the Parent Company agreed to be allocated RMB3.9 billion (50% of the loan).

For details of the Loan Allocation Agreement, please refer to the announcement of the Company dated 1 February 2018 and the circular of the Company dated 6 March 2018.

8. The Phase II Expansion Investment and Construction Agreement

Pursuant to the relevant approval from the National Development and Reform Commission in respect of the Phase II Expansion Project, the Parent Company shall act as the project representative of the Airport Project, with an estimated aggregate investment amount of approximately RMB13.838 billion, and the Company has agreed to provide funds amounting to approximately RMB7.158 billion to construct the Company Construction Project after taking account of various benefits. On 21 August 2015, the Company and the Parent Company entered into the Phase II Expansion Investment and Construction Agreement, details of which are set out below:

Date: 21 August 2015

Parties: the Company and the Parent Company

Subject matters: pursuant to the Phase II Expansion Investment and Construction Agreement, the Company has agreed to provide funds to construct the Company Construction Project, with the amount of approximately RMB7.158 billion. The Parent Company will act as the project representative of the Airport Project, responsible for organizing and supervising the implementation of construction plan of the Airport Project and the funds raising for the Parent Company's construction project until its completion and acceptance.

Unless otherwise agreed between the Company and the Parent Company, the Parent Company has agreed to register the ownership of the relevant assets constituting the Company Construction Project under the name of the Company upon the completion and acceptance of the Airport Project, including but not limited to the land use rights and property ownership of the buildings. The ownership of assets of the Parent Company's construction project will be held by the Parent Company.

7. 貸款分配協議

於二零一八年二月一日，本公司與母公司訂立貸款分配協議，以訂明雙方之間有關日期為二零一八年二月一日的貸款協議項下貸款的分配，其詳情載列如下：

日期：二零一八年二月一日

訂約方：本公司與母公司

主體內容：根據貸款分配協議，本公司同意獲分配人民幣39億元(佔貸款的50%)及母公司同意獲分配人民幣39億元(佔貸款的50%)。

有關貸款分配協議的詳情，請參閱本公司日期為二零一八年二月一日的公告及日期為二零一八年三月六日的通函。

8. 二期擴建投資建設協議

根據國家發改委關於二期擴建項目的相關批覆，母公司作為機場項目之項目代表，估計總投資金額約為人民幣138.38億元，經考慮各項裨益，本公司同意提供金額約為人民幣71.58億元興建本公司建設項目。於二零一五年八月二十一日，本公司與母公司訂立二期擴建投資建設協議，詳情載列如下：

日期：二零一五年八月二十一日

訂約方：本公司及母公司

主體內容：根據二期擴建投資建設協議，本公司同意提供興建本公司建設項目之資金，金額約為人民幣71.58億元。母公司將作為機場工程的項目代表，直至其完工及驗收前負責組織及監督機場項目建設計劃的實施以及母公司建設項目的集資事宜。

除非本公司及母公司另有協定，母公司已同意於機場項目完成及驗收後以本公司名義登記構成本公司建設項目之相關資產之擁有權，包括但不限於土地使用權及樓宇之物業擁有權。母公司建設項目資產之擁有權將由母公司持有。

REPORT FROM THE BOARD

董事會報告

The Parent Company has irrevocably agreed, undertaken and confirmed that the Company has the right to occupy, utilize and benefit from and dispose of assets comprising the Company Construction Project without making any payment to the Parent Company to the extent permitted by applicable PRC laws before the registration of ownership of the assets comprising the Company Construction Project under the name of the Company.

For details of the Phase II Expansion Investment and Construction Agreement, please refer to the announcement dated 21 August 2015 and the circular dated 7 October 2015 of the Company.

9. Terminal Expansion Project Investment and Construction Agreement (the “Expansion Project Investment and Construction Agreement”)

The Company agreed to provide the Parent Company with the funds required for the terminal expansion project, and the Parent Company shall be responsible for the construction of the terminal expansion project and shall transfer the project assets to the Company after the completion of the project. On 12 December 2012, the Company and the Parent Company entered into the Expansion Project Investment and Construction Agreement, details of which are set out below:

Date: 12 December 2012

Parties: the Company and the Parent Company

Subject matters: pursuant to the Expansion Project Investment and Construction Agreement, the Parent Company shall continue to complete the construction of the terminal expansion project (the “**Project**”) carried out by the Parent Company according to the original schedule previously agreed by the Company and the Parent Company, unless the schedule of the Project is adjusted due to the reasons beyond the control of the Company and the Parent Company.

The funds provided by the Company to the Parent Company under the Expansion Project Investment and Construction Agreement could be used to pay for the consideration for the transfer of the Project as agreed between the parties in the future. The Parent Company and the Company agree that the actual construction cost of the Project as audited by a competent independent auditor upon completion of the construction of the Project shall not exceed 110% of the estimated construction cost of RMB876,500,000.

母公司已不可撤回地同意、承諾及確認，於以本公司名義登記構成本公司建設項目之資產擁有權前，本公司有權於無須向母公司支付任何款項之情況及中國適用法律批准下，佔用、使用、受益及出售構成本公司建設項目之資產。

有關二期擴建投資建設協議的詳情，請參閱本公司日期為二零一五年八月二十一日的公告及日期為二零一五年十月七日的通函。

9. 航站樓擴建工程之投資建設協議 (「擴建工程投資建設協議」)

本公司同意向母公司提供航站樓擴建工程所需資金，由母公司負責航站樓擴建項目施工，並在項目竣工後向本公司轉讓該項目資產。於二零一二年十二月十二日，本公司與母公司訂立擴建工程投資建設協議，詳情載列如下：

日期：二零一二年十二月十二日

訂約方：本公司及母公司

主體內容：根據擴建工程投資建設協議，母公司將繼續根據本公司與母公司過往協議的原訂時間表完成由母公司進行的航站樓擴建工程（「**項目**」），除非該項目的時間表因本公司及母公司未能控制的原因而被調整。

本公司根據擴建工程投資建設協議向母公司提供的資金可用於支付雙方未來達成的項目轉讓的對價。母公司及本公司同意於該項目竣工後，經符合資格的獨立核數師審核，該項目實際施工成本將不得超過預計建築成本人民幣876,500,000元之110%。

REPORT FROM THE BOARD

董事會報告

Consideration: under the Expansion Project Investment and Construction Agreement, the Company will provide funds to the Parent Company according to the progress of the construction of the Project based on the estimated construction cost of the Project in the amount of RMB876,500,000 and the land use right in the amount of RMB150,180,000, which in total is RMB1,026,680,000. The amount of RMB439,000,000 which has already been paid by the Company to the Parent Company according to the acquisition agreement (entered between the Company and the Parent Company dated 26 August 2011) prior to the termination of such agreement shall be used to offset the total investment under the Expansion Project Investment and Construction Agreement. The accumulated Project construction fee payments made by the Company to the Parent Company as of 31 December 2023 amounted to RMB733,361,200 (31 December 2022: RMB733,361,200).

For details of the Expansion Project Investment and Construction Agreement, please refer to the announcement of the Company dated 12 December 2012.

The Company has no non-exempt continuing connected transactions which are subject to the annual review requirements according to the requirements under Chapter 14A of the Listing Rules for the year ended 31 December 2023.

Save as disclosed in this section headed “Connected Transactions”, other related party transactions as disclosed in Note 8 to the consolidated financial statements did not constitute connected transactions or continuing connected transactions under the Listing Rules or are exempt from compliance with reporting, announcement, annual review and independent shareholders’ approval requirements and the Company has complied with the disclosure requirements in accordance with Chapter 14A of the Listing Rules.

代價：本公司將根據擴建工程投資建設協議，在項目預計的建築成本人民幣876,500,000元，以及土地使用權價值人民幣150,180,000元，合計人民幣1,026,680,000元內，按照項目建設的進度向母公司提供資金。本公司於收購協議（由母公司與本公司於二零一一年八月二十六日簽訂）終止前根據該協議向母公司支付的人民幣439,000,000元金額將用以抵銷根據擴建工程投資建設協議作出的投資總額。截至二零二三年十二月三十一日止，本公司已向母公司累計支付項目建設資金人民幣733,361,200元（二零二二年十二月三十一日：人民幣733,361,200元）。

有關擴建工程投資建設協議的詳情，請參閱本公司日期為二零一二年十二月十二日的公告。

於截至二零二三年十二月三十一日止年度內，本公司並無根據上市規則第14A章的規定須進行年度審閱的非豁免持續關連交易。

除於本「關連交易事項」小節披露者外，於合併財務報表附註八披露之其他關聯方交易不構成上市規則項下的關連交易或持續關連交易，或獲豁免遵守申報、公告、年度審閱及獨立股東批准規定，而本公司已根據上市規則第14A章遵守披露規定。

REPORT FROM THE BOARD

董事會報告

SERVICE CONTRACTS OF DIRECTORS AND SUPERVISORS

The Directors and Supervisors as at the date of this annual report are as follows:

Executive Directors

Mr. Wang Hong
(re-appointed on 25 May 2022)
Mr. Ren Kai
(duly appointed on 8 November 2022)
Mr. Xing Zhoujin
(re-appointed on 8 October 2021)

Non-executive Directors

Mr. Wu Jian
(duly appointed on 3 March 2022)
Mr. Li Zhiguo
(duly appointed on 3 March 2022)
Mr. Wang Zhen
(re-appointed on 8 October 2021)

Independent Non-executive Directors

Mr. Fung Ching, Simon
(re-appointed on 23 December 2020)
Mr. George F Meng
(re-appointed on 23 December 2020)
Mr. Deng Tianlin
(re-appointed on 23 December 2020)
Mr. Ye Zheng
(duly appointed on 8 October 2021)

Supervisors

Mr. Liao Hongyu
(duly appointed on 3 June 2019)
Mr. Hu Yunyun
(duly appointed on 23 December 2020)
Mr. Zheng Yabo
(duly appointed on 29 July 2022)

The Directors and Supervisors who have resigned during the year and up to the date of this annual report are as follows:

Mr. Qiu Guoliang
(duly resigned as a Non-executive Director on 13 April 2023)

董事與監事之服務合約

以下為截至本年報刊發日期的本公司董事及監事：

執行董事

王 宏先生
(於二零二二年五月二十五日連續獲委任)
任 凱先生
(於二零二二年十一月八日獲正式委任)
邢周金先生
(於二零二一年十月八日連續獲委任)

非執行董事

吳 健先生
(於二零二二年三月三日獲正式委任)
李志國先生
(於二零二二年三月三日獲正式委任)
王 貞先生
(於二零二一年十月八日連續獲委任)

獨立非執行董事

馮 征先生
(於二零二零年十二月二十三日連續獲委任)
孟繁臣先生
(於二零二零年十二月二十三日連續獲委任)
鄧天林先生
(於二零二零年十二月二十三日連續獲委任)
葉 政先生
(於二零二一年十月八日獲正式委任)

監事

廖虹宇先生
(於二零一九年六月三日獲正式委任)
胡運運先生
(於二零二零年十二月二十三日獲正式委任)
鄭亞波先生
(於二零二二年七月二十九日獲正式委任)

本年度直至本年報刊發日期離任的董事及監事如下：

邱國良先生
(於二零二三年四月十三日正式離任非執行董事)

REPORT FROM THE BOARD

董事會報告

Brief biographical details of the Directors and Supervisors are set out on page 74 to page 82 of this annual report. There is no relationship among the Directors that is required to be disclosed under the Listing Rules.

Each of the Directors and Supervisors had entered into a service contract with the Company for a term of three years. None of the Directors or Supervisors had entered into any service contract with the Group which is not determinable by the Company within one year without payment of compensation, other than statutory compensation.

THE RIGHTS OF DIRECTORS AND SUPERVISORS TO ACQUIRE SHARES OR DEBENTURES

During the year ended 31 December 2023, neither the Company nor any of its subsidiaries had entered into any arrangement to enable the Directors or Supervisors to acquire any benefit by means of acquisition of shares in, or debentures of, the Company or any other body corporate, and none of the Directors or Supervisors or their respective spouses or children under the age of 18 has been granted any rights to subscribe for shares in or debentures of the Company or any other body corporate or have exercised any of such rights.

DIRECTORS' AND SUPERVISORS' INTERESTS IN TRANSACTIONS, ARRANGEMENTS OR CONTRACTS OF SIGNIFICANCE

Save as disclosed in this annual report, there was no other transaction, arrangement or contract of significance to which the Company or any of its subsidiaries was a party, and in which a Director or Supervisor or an entity connected with a Director or Supervisor is or was materially interested, either directly or indirectly, subsisted during or at the end of the year ended 31 December 2023.

DIRECTORS' AND SUPERVISORS' INTERESTS IN COMPETING BUSINESS

None of the Directors or Supervisors holds any interests in any competing businesses against the Company or any of its jointly controlled entities or subsidiaries during the year ended 31 December 2023.

CONTROLLING SHAREHOLDERS' INTERESTS IN COMPETING BUSINESS

None of the controlling shareholders holds any interests in any competing businesses against the Company or any of its jointly controlled entities or subsidiaries during the year ended 31 December 2023.

董事與監事的簡歷載列於本年報第74頁至第82頁。董事之間不存在任何上市規則項下應予以披露的關係。

各董事與監事分別與本公司訂立的服務合約為期三年。董事或監事並無與本集團簽訂任何本公司須於一年內不可在不予賠償(法定賠償除外)的情況下終止的服務合約。

董事及監事購買股份或債權證之權利

於截至二零二三年十二月三十一日止年度，本公司或其任何附屬公司概無訂立任何安排，以使董事或監事可藉由購買本公司或任何其他法人團體的股份或債權證而獲得利益，且概無董事或監事或彼等各之配偶或十八歲以下的子女獲授予任何權利以認購本公司或任何其他法人團體的股份或債權證或已行使任何該等權利。

董事及監事於重要交易、安排或合約中的權益

除本年報中所披露者外，本公司及其任何附屬公司概無訂有董事或監事，或與董事或監事有關連的實體於當中仍然或曾經擁有直接或間接重大權益，並且於截至二零二三年十二月三十一日止年度或年終時仍然生效的任何其他重要交易、安排或合約。

董事及監事在競爭業務的權益

於截至二零二三年十二月三十一日止的年度內，董事及監事概無於與本公司或其共同控制實體或子公司存在競爭的業務中持有權益。

控股股東在競爭業務的權益

於截至二零二三年十二月三十一日止的年度內，控股股東無於與本公司或其共同控制實體或子公司存在競爭的業務中持有權益。

REPORT FROM THE BOARD

董事會報告

PERMITTED INDEMNITY PROVISION

The Company has arranged the liability insurance for the Directors, Supervisors and other senior management. The coverage of liability insurance includes but not limited to indemnity for Company's securities, indemnity for supervisory crisis, indemnity for Company's improper employment, indemnity for the loss of key personnel and indemnity for the intellectual property, etc.

REMUNERATION OF DIRECTORS, SUPERVISORS AND CHIEF EXECUTIVE

Pursuant to the service contracts entered into between the Company and the Directors and Supervisors and the resolution passed at the annual general meeting, the allowance (after tax) paid to the Executive Directors, Non-executive Directors and Independent Non-executive Directors in 2023 was RMB70,000, RMB50,000 and RMB100,000 per person, respectively; and the allowance (after tax) paid to the Supervisors was RMB20,000 per person. The allowances of the Directors and Supervisors shall be approved by the shareholders at the general meeting of the Company, and other remuneration shall be determined by the Board with reference to their duties, responsibilities and performance.

The Directors and Supervisors as recommended by the Parent Company proposed that the Directors and Supervisors recommended by the Parent Company would not enjoy allowance for holding the position. But they were entitled to receive respective salaries according to their respective positions taken in the Company. Besides, Mr. Qiu Guoliang, Mr. Wu Jian, Mr. Li Zhiguo and Mr. Wang Zhen will not receive any Director's emoluments from the Company; Mr. Liao Hongyu, Mr. Hu Yunyun and Mr. Zheng Yabo will not receive any Supervisor's emoluments from the Company. Details of remuneration packages for the Directors, Supervisors and chief executive of the Company were set out in Note 8(4)(g) to the financial statements.

Save as disclosed above, there was no other arrangement under which a Director or a Supervisor has waived or agreed to waive any remuneration for the year ended 31 December 2023.

THE HIGHEST PAID INDIVIDUALS

The five highest paid individuals of the Group during the Reporting Period were either Directors or senior management of the Company. Details of their remuneration are set out in Note 8(4)(h) to the financial statements.

MANAGEMENT CONTRACTS

No contracts concerning the management and administration of the whole or any substantial part of any business of the Company were entered into by the Company or subsisted as of 31 December 2023.

獲准許的彌償條文

本公司已為董事、監事和其他高級管理人員購買了責任險。責任險涵蓋範圍包括但不限於公司有價證券賠償、監管危機事件賠償、公司不正當僱傭行為賠償、重要人員損失賠償、知識產權責任賠償等。

董事、監事及最高行政人員酬金

根據本公司與董事、監事簽署的服務合約，二零二三年度，依據股東週年大會決議，支付予執行董事的津貼標準(稅後)為人民幣70,000元/人；非執行董事為人民幣50,000元/人；獨立非執行董事為人民幣100,000元/人；監事的津貼標準(稅後)為人民幣20,000元/人。董事、監事的津貼須於本公司股東大會上獲得股東批准，其他酬金須經董事會參照其職務、責任及表現後釐定。

經由母公司推薦的董事、監事提議，由母公司推薦的董事、監事繼續不享受相應的董事、監事酬金津貼，但將根據其在本公司擔任的具體職務獲得相應的工資報酬。另外，邱國良先生、吳健先生、李志國先生及王貞先生將不向本公司收取任何董事酬金；廖虹宇先生、胡運運先生及鄭亞波先生將不會向本公司收取任何監事酬金。本公司董事、監事及最高行政人員薪酬詳情載列於財務報表附註八(4)(g)。

除上文所披露者外，於截至二零二三年十二月三十一日止年度，概無其他有關董事或監事已放棄或同意放棄任何酬金的安排。

最高酬金人士

報告期內本集團最高酬金五名人士均為公司董事或高級管理人員，報酬詳情載列於財務報表附註八(4)(h)。

管理合約

截至二零二三年十二月三十一日止，本公司並無就本公司的全部或任何重大部分業務的管理或行政工作簽訂或存有任何合約。

REPORT FROM THE BOARD

董事會報告

MATERIAL CONTRACTS

Save as disclosed in the section headed “Connected Transactions” in this annual report, during the year ended 31 December 2023, the Company or any of its subsidiaries did not enter into any other material contract with the controlling shareholder or any of its subsidiaries, nor had any other material contract been entered into for the provision of services by the controlling shareholder or any of its subsidiaries to the Company or any of its subsidiaries.

TAX RELIEF

The Company is not aware of any relief from taxation available to the Shareholders by reason of their holdings in the Shares.

PREEMPTIVE RIGHTS

There is no provision on preemptive rights under the Articles of Association and there is no similar restriction against such rights under the relevant PRC law that is applicable to the Company as a joint stock limited Company incorporated in the PRC. Therefore, the Company is not required to offer new shares, if any, to its existing shareholders on a pro-rata basis.

TRANSACTIONS IN ITS SECURITIES AND EQUITY-LINKED AGREEMENTS

During the year ended 31 December 2023, the Group did not issue any shares, nor issue or grant any convertible securities, options, warrants or other similar rights. The Group had no redeemable securities during the year ended 31 December 2023. Save as the 2020 Parent Company Domestic Shares Subscription Agreement, the 2021 Supplemental Parent Company Domestic Shares Subscription Agreement and the 2023 Supplemental Parent Company Domestic Shares Subscription Agreement (please refer to the details in page 104 to page 105 and page 100 to page 101 in this annual report), the Company did not enter into any other equity-linked agreements for the year ended 31 December 2023, nor other equity-linked agreements subsisted at the end of the year.

ENTRUSTED DEPOSITS AND OVERDUE TIME DEPOSITS

The Group had no entrusted deposits and overdue time deposits as of 31 December 2023.

COMPLIANCE WITH LAWS AND REGULATIONS

As the Company was established and conducts its business operations in Mainland China and is also listed on the Hong Kong Stock Exchange, our establishment and business operation have to comply with the relevant laws and regulations in both Mainland China and Hong Kong. For the year ended 31 December 2023 and up to the date of this annual report, the Company has complied with the relevant laws and regulations in Mainland China and Hong Kong.

重要合約

除本年報「關連交易事項」一節內所披露者外，於截至二零二三年十二月三十一日止年度，本公司或其任何附屬公司概無與控股股東或其任何附屬公司訂立任何其他重要合約，亦無就控股股東或其附屬公司向本公司或其任何附屬公司提供服務訂立任何其他重要合約。

稅項減免

本公司並未獲悉有股東因持有股份而獲得任何稅項減免。

優先購股權

《公司章程》並無有關優先購股權的條文，而中國相關法例亦無針對有關權利而適用於本公司（作為中國註冊成立的股份有限公司）的相類限制。因此，本公司毋須向現有股東按其持股比例發售新股（如有）。

涉及本身的證券之交易及股票掛鈎協議

於截至二零二三年十二月三十一日止年度，本集團並無發行任何股份，且並無發行或授予任何可轉換證券、期權、認股權證或其他類似權證。於截至二零二三年十二月三十一日止年度，本集團並無可贖回證券。除本年報中所披露之二零二零年內資股認購協議、二零二一年內資股認購補充協議及二零二三年內資股認購補充協議（有關詳情請見本年報第104頁至第105頁及第100頁至第101頁），截至二零二三年十二月三十一日止年度，本公司概無訂立任何其他股票掛鈎協議，亦無任何其他股票掛鈎協議於年末仍然存續。

委託存款及逾期定期存款

截至二零二三年十二月三十一日止，本集團無委託存款及逾期定期存款。

遵守法律及法規

因本公司成立於中國內地及在中國內地經營業務，且本公司在香港聯交所上市，因此，我們的成立與業務經營需遵守中國內地及香港的有關法律法規。截至二零二三年十二月三十一日止年度及直至本年報刊發日期，本公司已遵守中國內地及香港的有關法律及法規。

REPORT FROM THE BOARD

董事會報告

MATERIAL LITIGATION OR ARBITRATION

As disclosed in the announcement of the Company dated 5 January 2021, Aero Infrastructure Holding Company Limited and the Company entered into a subscription agreement in relation to the subscription of 200,000,000 New H Shares (the “**New H Shares Subscription Agreement**”) on 29 September 2019. Aero Infrastructure Holding Company Limited, as the claimant, filed an arbitration (the “**Arbitration Case**”) with the Hong Kong International Arbitration Centre against the Company asserting allegations in connection with the New H Shares Subscription Agreement.

In June 2023, the Company received the first phase arbitration award of the above Arbitration Case. The majority opinion of the arbitral tribunal determined that the Company did not use its best endeavors to procure the completion of the transactions contemplated under the New H Shares Subscription Agreement, which constitutes a breach of contract. As of the date of this annual report, the second phase of the Arbitration Case is still in progress, pending the arbitral tribunal’s determination as to whether there is a causal relationship between the breach of contract of the Company and the loss alleged by the Claimant, should there be a casual relationship and the amount of damages to be awarded to the Claimant. For the details of the Arbitration Case, please refer to the announcement of the Company dated 15 June 2023.

Save as disclosed above, the Group had no other material litigation or arbitration for the year ended 31 December 2023.

AUDITOR

The consolidated financial statements of the Group was audited by PricewaterhouseCoopers Zhong Tian LLP. The Group will appoint the auditor of the Group at the annual general meeting.

AUDIT COMMITTEE

The Audit Committee was established with terms of reference in accordance with the CG Code. The Audit Committee is delegated by the Board to assess matters related to the financial statements and to provide recommendations and advice thereon, including review of the relationship with external auditor, the Company’s financial reporting, risk management and internal control system. There was no disagreement between the Audit Committee and the external auditor on the accounting policies adopted by the Company. The Audit Committee has reviewed the annual results of the Company for the year ended 31 December 2023.

重大訴訟或仲裁

如本公司日期為二零二一年一月五日的公告所述，Aero Infrastructure Holding Company Limited與本公司於二零一九年九月二十九日訂立了有關認購200,000,000股新H股的認購協議（「**新H股認購協議**」），Aero Infrastructure Holding Company Limited作為申請人就新H股認購協議所產生的爭議，已針對本公司向香港國際仲裁中心提起仲裁（「**該仲裁案件**」）。

本公司於二零二三年六月收到該仲裁案件的第一階段裁決，仲裁庭多數意見認定本公司未盡最大努力促成認購協議之交易，故認定存在違約行為。截至本年報日期，該仲裁案件尚在第二階段的審理程序中，尚有待仲裁庭裁定本公司的違約行為與申請人主張的損害結果之間是否存在因果關係，以及如存在因果關係的前提下應賠償申請人之損失金額。有關該仲裁案件的詳情，請參閱本公司日期為二零二三年六月十五日的公告。

除上文所披露者外，截至二零二三年十二月三十一日止年度，本集團概無其他重大訴訟或仲裁。

核數師

本集團的合併財務報表由普華永道中天會計師事務所（特殊普通合伙）審計。本集團將在股東週年大會上聘任本集團之核數師。

審核委員會

審核委員會按照企業管治守則制定的權責範圍成立。董事會授權審核委員會評核財務報表的相關事宜並提供建議及意見，包括檢討與外聘核數師的關係、本公司的財務報告、風險管理及內部控制制度。審核委員會和外聘核數師對本公司採用的會計政策概無異議。審核委員會已經對本公司截至二零二三年十二月三十一日止之年度業績進行了審閱。

REPORT FROM THE BOARD

董事會報告

EXTRACT OF INDEPENDENT AUDITOR'S REPORT

The below sections set out an extract of the report by PricewaterhouseCoopers Zhong Tian LLP, the auditor of the Company, regarding the financial statements of the Group for the year ended 31 December 2023.

Our Opinion

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Company and its subsidiaries (the “Group”) and the Company as at 31 December 2023, and their financial performance and cash flows for the year then ended in accordance with the requirements of Accounting Standards for Business Enterprises.

Material Uncertainty Related to Going Concern

We draw your attention to Note 2(1) to the accompanying financial statements, which states that the Group's net loss for the year ended 31 December 2023 amounted to approximately RMB170 million and the Group's net current liabilities amounted to approximately RMB5.69 billion as at 31 December 2023. The arbitration case incurred during the year ended 31 December 2020 (as disclosed in Note 9 to the financial statements) has triggered the relevant default clauses of the Syndicated Loan, which resulted in the loan syndicate having the right to request, at any time, the Company, which is jointly liable for repayment as the co-borrower, to early repay the Syndicated Loan drawn down by Haikou Meilan International Airport Co., Ltd., the parent company of the Company, amounting to RMB3.10 billion and the Syndicated Loan drawn down without repaid by the Company. This matter, together with other matters set forth in Note 2(1) to the financial statements, indicate the existence of a material uncertainty which may cast significant doubt over the Group's ability to continue as a going concern. Our audit opinion is not modified in respect of this matter.

FIVE YEAR FINANCIAL SUMMARY

The operating results, assets and liabilities of the Group for the last five financial years are set out on page 7 of this annual report.

PUBLIC FLOAT

Based on the information that is publicly available to the Company and within the knowledge of the Directors as at the latest practicable date prior to the issue of this annual report, the Company was in compliance with the minimum public float requirement under Rule 8.08 of the Listing Rules.

By order of the Board
Wang Hong
Chairman

Hainan Province, the PRC
28 March 2024

獨立核數師報告摘要

下列各節載列由本公司核數師普華永道中天會計師事務所(特殊普通合伙)就本集團截至二零二三年十二月三十一日止年度之合併財務報表所作報告之摘要。

我們的意見

我們認為，後附的財務報表在所有重大方面按照企業會計準則的規定編製，公允反映了美蘭空港二零二三年十二月三十一日的合併及公司財務狀況以及二零二三年度的合併及公司經營成果和現金流量。

與持續經營相關的重大不確定性

我們提請財務報表使用者關注，如財務報表附註二(1)所述，美蘭空港於二零二三年度淨虧損為人民幣1.7億元，截止二零二三年十二月三十一日美蘭空港合併財務報表淨流動負債為人民幣56.9億元。美蘭空港於二零二零年度發生的仲裁案件(如財務報表附註九所述)觸發了銀團貸款的相關違約條款，導致銀團貸款人有權隨時要求美蘭空港作為共同借款人承擔共同還款承諾償還其母公司海口美蘭國際機場有限責任公司已提取尚未償還的銀團貸款約人民幣31.0億元，及有權隨時要求美蘭空港提前償還其已提取尚未償還的銀團貸款。上述事項，連同財務報表附註二(1)所示的其他事項，表明存在可能導致對美蘭空港持續經營能力產生重大疑慮的重大不確定性。該事項不影響已發表的審計意見。

五年財務狀況概要

本集團最近五個財政年度的經營成果、資產和負債情況載於本年報第7頁。

公眾持股量

根據本公司在本年報刊發前的最後實際可行日期可以得悉，而董事亦知悉的公開資料，本公司合乎上市規則第8.08條公眾持股量的最低要求。

承董事會命
王 宏
董事長

中國海南省
二零二四年三月二十八日

REPORT OF SUPERVISORY COMMITTEE

監事會報告

To shareholders,

During 2023, the Supervisory Committee actively conducted supervision and inspection pursuant to regulatory laws and regulations as well as the corporate governance requirements, in the interests of the shareholders and the Company, in accordance with the Company Law, the Listing Rules and the Articles of Association. During 2023, all Supervisors performed their supervisory duties conscientiously and effectively in the principle of good faith and diligence by convening and attending meetings, listening to the management reports, attending regulation conferences and other means. The Supervisory Committee successfully completed its work plan for 2023, and continuously improved the governance practices of the Company.

The major efforts made by the Supervisory Committee during 2023 were as follows:

1. Attending meetings of the Board and monitoring the compliance, legality and scientificity of the decision-making process of the Board;
2. Monitoring effectively, among others, the daily operation and management of the chairman and other senior management, and providing relevant constructive suggestions, by attending the working meetings held by the chairman of the Board, and participating in major activities in the ordinary course of business of the Company;
3. Conducting review of the financial statements of the Company on a regular basis and review of the vouchers and accounts, etc. of the Company on an ad-hoc basis; and
4. Reviewing the establishment and effectiveness of the internal control system, and reviewing and evaluating the opinions expressed by the Board in respect of the internal control system.

致各位股東：

二零二三年度內，監事會依照《公司法》、上市規則及《公司章程》，從維護廣大股東及公司利益出發，根據監管法規和公司治理要求，積極開展監督檢查工作。二零二三年內全體監事以誠信、勤勉為原則，通過召開和列席會議、聽取管理層報告、參加監管會議等方式，認真、有效地履行監督職責，順利完成了二零二三年度監事會工作計劃，不斷促進並完善本公司的治理工作。

二零二三年，監事會主要工作有：

1. 列席董事會會議，對董事會決策的合規性、合法性及科學性實施監督；
2. 列席董事長辦公會議及參與本公司日常經營中的重大活動，對董事長及其他高級管理人員日常經營管理等方面實施有效監督，並提出建設性建議；
3. 定期檢查本公司的財務報告，不定期審閱本公司的會計憑證、賬簿等資料；及
4. 審查內部控制制度建立情況及有效性，對董事會就內部控制制度發表的意見進行覆核評估。

REPORT OF SUPERVISORY COMMITTEE

監事會報告

In consideration of above efforts, the Supervisory Committee believes that the Company has established a relatively sound corporate governance structure and internal control system; the decision-making and implementation of major operations and investments, the notice, convening and voting of the general meetings and the Board meetings are in compliance with legal procedures; the Directors, chairman and other senior management of the Company are capable of performing their duties diligently in accordance with the laws and effectively safeguard the rights and interests of the shareholders of the Company and the Company's interests; the Company's financial income and expenditure accounts are clear, accounting and financial management comply with regulations, and dividend distribution policy is reasonable. We expressed our independent opinions with respect of the relevant matters as follows:

1. LEGAL OPERATION OF BUSINESS

The Company conducted its business operation as required by the Company Law and the Articles of Association, with the decision-making procedure being lawful and valid. During the Reporting Period, the members of the Board, the president and other senior management performed their duties in the principle of diligence and good faith and in the interests of the shareholders and the Company. The Supervisory Committee was not aware of any breach of laws, regulations or the Articles of Association or any behavior detrimental to the interests of the shareholders and the Company committed by any Director or senior management during performing their duties.

2. TRUTHFULNESS OF THE FINANCIAL INFORMATION OF THE COMPANY

The financial report for the current year gives a true, objective, fair and accurate view of the financial position and operating results of the Company.

3. ACQUISITION AND DISPOSAL OF ASSETS

During the Reporting Period, the Supervisory Committee was not aware of any acquisition or disposal of assets which could impair the shareholders' interests or lead to loss of the Company's assets or which was involved with insider trading.

4. CONNECTED TRANSACTIONS

During the Reporting Period, all the connected transactions of the Company were entered into pursuant to the requirements of the Listing Rules and in strict compliance with the principle of fairness. Such connected transactions followed the legal decision-making procedure and provided compliant and transparent information disclosure, and no behavior detrimental to the interests of the Company was identified thereof.

通過上述工作，監事會認為本公司建立了較為完善的法人治理結構和內控制度；各項重大經營與投資決策與實施、股東大會及董事會會議的通知、召開及表決等均符合法定程序；本公司董事、董事長及其他高級管理人員均能依法履職、勤勉盡責，切實維護本公司股東權益及本公司利益；本公司財務收支賬目清楚，會計核算和財務管理符合規定，股息派發政策合理。並就有關事項發表如下獨立意見：

1. 本公司的依法經營情況

本公司的經營活動符合《公司法》和《公司章程》的規定，決策程序合法有效。報告期內，董事會成員、總裁及其他高級管理人員恪守勤勉誠信原則，真誠地以股東和公司利益為基本出發點履行職責，未發現董事、高級管理人員擔任公司職務時有違反法律法規、《公司章程》或損害股東及本公司利益的行為。

2. 本公司財務情況的真實性

本年度財務報告真實、客觀、公允、準確地反映了本公司的財務狀況和經營成果。

3. 收購、出售資產情況

報告期內，未發現本公司收購、出售資產中有損害股東權益或造成本公司資產流失及內部交易的行為。

4. 關連交易情況

報告期內，本公司的關連交易嚴格遵守公允的原則，履行了法定的決策程序，符合上市公司的規定，信息披露規範透明，不存在損害公司利益的行為。

REPORT OF SUPERVISORY COMMITTEE

監事會報告

In 2023, Meilan Airport grasped the development opportunities brought about by the change in Epidemic policy, continued to implement sophisticated management of financial work, and successfully achieved the goal of 25th safety year. In the meantime, it maintained steady improvement in terms of safety, operation, service and management quality. In 2024, with the continuous dynamic recovery of the civil aviation industry as well as full utilization of flight schedule, the Company expects that the annual principal business volume will continue to move forward. The Supervisory Committee believes that the Company will make adjustments to the mode of operation and security and enhance the service quality as and when appropriate to ensure that the growth in business volume matches the efficiency of operation and to make progress while maintaining stability, so as to achieve further breakthrough in business volume. The Supervisory Committee will also focus on monitoring the Company's fulfillment of its commitments to shareholders by, as always, safeguarding the interests of the shareholders and the Company and performing our duties diligently, and seek to accomplish all our tasks.

By order of the Supervisory Committee
Liao Hongyu
Chairman of the Supervisory Committee

Hainan Province, the PRC
27 March 2024

二零二三年，美蘭機場牢牢把握疫情政策轉變帶來的發展機遇，持續對財務工作實施精細化管理，順利實現第二十五個安全年目標。同時，在安全、運行、服務及管理質量方面保持穩健提升。二零二四年，民航業活力持續復甦，航班時刻得到充分利用，本公司預計年度主要業務量將持續向好發展，監事會相信本公司會適時調整運行保障模式及提升服務質量，確保業務量增長與運行效率相匹配，穩中求進，實現業務量的進一步突破。監事會亦將一如既往地以維護股東及公司的利益為己任，勤勉盡職的履行職責，以監督公司落實對股東的承諾為重點，努力做好各項工作。

承監事會命
廖虹宇
監事會主席

中國海南省
二零二四年三月二十七日

NEW ROUTES 新開航線



Cambodia Airways opened "Haikou to Phnom Penh" route
柬埔寨國家航空開通「海口=金邊」航線



Air Incheon opened "Haikou to Incheon" international freight route
仁川航空開通「海口=仁川」國際貨運航線



Hainan Airlines opened "Haikou to Bangkok" route
海南航空開通「海口=曼谷」航線



Thailand VietJet Air opened "Haikou to Bangkok" route
泰國越捷航空開通「海口=曼谷」航線



Thai Lion Air opened "Haikou to Bangkok" route
泰國獅子航空開通「海口=曼谷」



Cathay Pacific Airways opened "Haikou to Hong Kong" route
國泰航空開通「海口=香港」航線



Batik Air opened "Haikou to Kuala Lumpur" route
馬印航空開通「海口=吉隆坡」航線



Jetstar Airways opened "Haikou to Singapore" route
捷星航空開通「海口=新加坡」航線



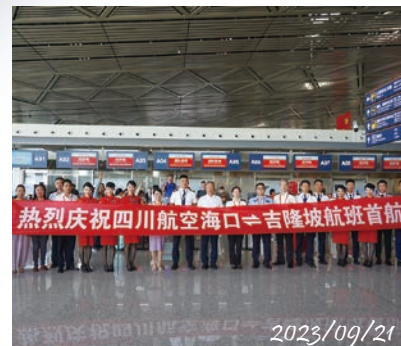
Hainan Airlines opened "Taiyuan to Haikou to Sydney" route
海南航空開通「太原=海口=悉尼」航線



Hainan Airlines opened "Haikou to Changsha to London" route
海南航空開通「海口=長沙=倫敦」航線



Hainan Airlines opened "Haikou to Melbourne" route
海南航空開通「海口=墨爾本」航線



Sichuan Airlines opened "Haikou to Kuala Lumpur" route
四川航空開通「海口=吉隆坡」航線



Mongolian airline Hunnu Air opened "Haikou to Ulaanbaatar" passenger route
蒙古匈奴航空開通「海口=烏蘭巴托」客運航線



Hainan Airlines opened "Haikou to Auckland" route
海南航空開通「海口=奧克蘭」航線



Hainan Airlines opened "Haikou to Vientiane" passenger route
海南航空開通「海口=萬象」客運航線



Sichuan Airlines opened "Chongqing to Haikou to Bangkok" route
四川航空開通「重慶=海口=曼谷」航線



Cambodia Airlines opened the first fifth freedom of the passenger route of Haikou - "Phnom Penh to Haikou to Nha Trang"
柬埔寨航空開通海口首條第五航權客運航線——「金邊=海口=芽莊」

ENVIRONMENTAL, SOCIAL AND GOVERNANCE REPORT

環境、社會和管治報告

1. ABOUT THIS REPORT

Report Introduction

The Group is pleased to publish the 2023 Environmental, Social and Governance (“**ESG**”) Report (the “**Report**”), which discloses the Group’s vision and philosophy on sustainable development and conveys the Group’s sustainable development practices and performance during the Reporting Period to stakeholders and community.

Reporting Period

The content and data of the Report cover the period from 1 January to 31 December 2023 (the “**Reporting Period**”).

Reporting Scope

Unless otherwise stated, the contents of the Report cover Hainan Meilan International Airport Company Limited and its subsidiaries. In the Report, the “Group” shall refer to “Hainan Meilan International Airport Company Limited and its subsidiaries. “Meilan Airport” or the “Company” shall refer to “Hainan Meilan International Airport Company Limited”.

Basis of Preparation

The Report was prepared in accordance with the Environmental, Social and Governance Reporting Guide (the “**ESG Reporting Guide**”) under Appendix C2 to the Rules Governing the Listing of Securities on The Stock Exchange of Hong Kong Limited (the “**Listing Rules**”) issued by The Stock Exchange of Hong Kong Limited (the “**Hong Kong Stock Exchange**”). The contents of the Report were determined and disclosed in accordance with the principles of materiality, quantitative, balance and consistency, and complied with the “comply or explain” provisions set out in the ESG Reporting Guide. When measuring materiality, the Group identified issues relevant to the development of the Company and focused by stakeholders, and made disclosures according to their relative materiality. Unless otherwise stated in the relevant sections, the disclosure statistics or key performance indicators used are generally consistent with those of prior years. The ESG management policies, strategies, relevant importance and goals of the Group during the Reporting Period will be disclosed in the Report.

Data Source

The information is derived from the Group’s official documents, reports or relevant public information, and the data used are from the relevant functional departments of the Company and its selected subsidiaries. Unless otherwise stated, the data in this Report is denominated in RMB.

一、關於本報告

報告簡介

本集團欣然發佈二零二三年度環境、社會和管治(Environmental, Social and Governance, “**ESG**”)報告(「**本報告**」)，披露本集團在可持續發展方面的願景與理念的同時，向利益相關方及社會各界人士傳達本集團於報告期內的可持續發展實踐與績效。

時間範圍

本報告的內容及數據涵蓋二零二三年一月一日至十二月三十一日(「**報告期**」)。

報告範圍

如無另行說明，本報告的組織範圍為海南美蘭國際空港股份有限公司及其附屬公司，本報告中，「**本集團**」指代「海南美蘭國際空港股份有限公司及其附屬公司」。「**美蘭機場**」和「**本公司**」指代「海南美蘭國際空港股份有限公司」。

編製依據

本報告按照香港聯合交易所有限公司(「**香港聯交所**」)發佈的《香港聯合交易所有限公司證券上市規則》(「**上市規則**」)附錄C2《環境、社會及管治報告指引》(「**ESG報告指引**」)編製。本報告以重要性、量化性、平衡性和一致性原則對本報告的內容進行界定和披露，遵守《ESG報告指引》所載「不遵守就解釋」條文。衡量重要性時，本集團識別了與公司發展相關及利益相關方關注的議題，並按其相對重要性作出披露。除相關部分另有說明外，所使用的披露統計方法或關鍵績效指標與往年基本一致。本集團報告期內的環境、社會及管治管理方針、策略、相關重要性及目標將在本報告的各章節作出披露。

數據來源

信息源自本集團正式文件、報告或有關公開資料，所使用數據均來自本公司及其選定附屬公司的相關職能部門。除特殊說明，本報告數據均以人民幣為貨幣單位。

ENVIRONMENTAL, SOCIAL AND GOVERNANCE REPORT

環境、社會和管治報告

Form of Publication

This Report is available in both Chinese and English, and is published in electronic version and printed version. If there is any discrepancy between the Chinese and English versions of this Report, the Chinese version shall prevail. You may access the electronic version of the Report from the official website of the Group (www.mlairport.com) or the website of the Hong Kong Stock Exchange's HKEx news website (www.hkexnews.hk).

報告發佈形式

本報告有中英文兩個版本，以電子版及印刷版形式發佈，若本報告的中英文版本有歧義，請以中文版為準。您可訪問本集團官方網址 (www.mlairport.com) 或香港聯交所披露易網站 (www.hkexnews.hk) 獲取本報告的電子文稿。

2. SPECIAL TOPIC OF THE YEAR: BUILDING A SUSTAINABLE FIRST-CLASS AIRPORT

By virtue of the special plan for civil aviation green development under the "14th Five-Year Plan" (《「十四五」民航綠色發展專項規劃》) issued by the Civil Aviation Administration of China (the "CAAC"), Meilan Airport actively promoted the construction of a green airport, and has obtained environmental management system certification and energy management system certification, striving to build a first-class airport with sustainable development.

During this year, Meilan Airport continued to deepen energy-saving renovation projects, vigorously promoting the implementation of low-carbon projects such as solar heating, energy-saving lamp renovation, energy management and control system, photovoltaic power stations, charging piles and central air conditioning control, which are aimed at achieving green and environmental operation.

- Using solar energy plus air source heat pump system to provide hot water for daily use in staff dormitory buildings and overnight rooms for passengers, saving 730,000 kWh of electricity per year;
- Adopting the CASS process (Cyclic Activated Sludge System, the process of recycling activated sludge) to ensure high-quality water on the basis of recycling of sewage and rainwater, and simultaneously transforming and expanding the water pipe network in the functional area, achieving water reuse of 1,198,500 tons for this year;
- Comprehensively promoting the use of long-life and low-energy LED (Light Emitting Diode) lamps in terminals, parking buildings and functional areas, and installing sound and light control switches, which were expected to save 586,000 kWh of electricity per year;
- Building an intelligent energy management and control platform of Meilan Airport, realizing systematic, refined and intelligent energy management, and fully improving energy utilization efficiency;
- Making good use of APU (Auxiliary Power Unit) alternative facilities for flights, and continuing to maintain 100% utilization rate of APU alternative facilities under the principle of "full application" (應用盡用), successfully promoting a carbon emission reduction of 29,900 tons in 2023;

二、年度專題：建設可持續的一流機場

依託中國民用航空局(「民航局」)印發的《「十四五」民航綠色發展專項規劃》，美蘭機場積極推進綠色機場建設，已獲得環境管理體系認證、能源管理體系認證，致力於打造可持續發展的一流機場。

本年度，美蘭機場持續深化節能改造項目，全力推動太陽能供熱、節能燈具改造、能源管控系統、光伏電站、充電樁、中央空調管控等低碳項目落地，以着力實現綠色環保運營。

- 員工宿舍樓與旅客過夜用房採用太陽能加空氣源熱泵系統提供生活熱水，每年節省用電73萬度；
- 採用CASS工藝(Cyclic Activated Sludge System，循環活性污泥工藝)，在保證高品質水質基礎上對污水雨水循環利用，同步改造拓寬功能區中水管網，本年度實現中水回用119.85萬噸；
- 航站樓、停車樓及功能區全面推廣使用長壽命、低能耗的LED(Light Emitting Diode)燈具，並加裝聲光控制開關，預計每年可節約用電58.6萬度；
- 建設美蘭機場智慧能源管控平台，實現能源管理的系統化、精細化和智能化，充分提高能源利用效率；
- 做好航班APU(Auxiliary Power Unit，輔助動力系統)替代設施的使用，在「應用盡用」原則下APU替代設施使用率持續保持100%，成功推動二零二三年碳減排2.99萬噸；

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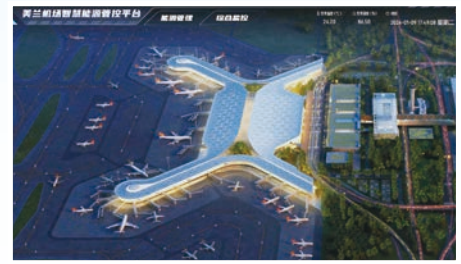
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- Actively promoting the construction of distributed photovoltaic power stations: a photovoltaic power station with an installed capacity of 1MW has been built at the roof of the terminal complex, with an annual power generation of approximately 1,558,500 kWh, reducing carbon dioxide emissions by 905.49 tons. Meanwhile, the west cargo terminal of Meilan Airport is carrying out the construction and grid connection of 3MW distributed photovoltaic power stations to continuously promote the use of green and clean energy.



✿ Solar energy plus air source heat pump
太陽能加空氣源熱泵

- 積極推進分佈式光伏發電站建設：站前綜合體屋面已建成1MW裝機容量的光伏電站，年發電量約155.85萬度，減排二氧化碳905.49噸。同時，美蘭機場西貨運站正進行3MW分佈式光伏電站建設併網工作，持續推動綠色清潔能源的使用。



✿ Energy monitoring and management system
能源監控管理系統

With the energy-saving measures and green practices of efficient operation, Meilan Airport was awarded the “Dual-Carbon Airport” (雙碳機場) two-star airport rating and the “Outstanding Unit of Energy Conservation and Emission Reduction in Hainan Province” (海南省節能減排突出單位), which fully demonstrated the firm determination and outstanding achievements of Meilan Airport on green development.

憑藉高效運行的節能措施和綠色實踐，美蘭機場榮獲「雙碳機場」二星級機場評價及「海南省節能減排突出單位」等嘉獎，充分彰顯美蘭機場在綠色發展道路上的堅定決心和卓越成就。



✿ Two-star rating of “Dual-Carbon Airport” by China Airport Association
中國機場協會「雙碳機場」二星級評價



✿ Advanced Unit of Water Conservation in Haikou from 2022 to 2023
2022-2023年海口市節水型先進單位



✿ Energy Conservation and Carbon Reduction Demonstration Unit in Hainan Province in 2023
2023年海南省節能降碳示範單位

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3. GOVERNANCE AND LEADING SUSTAINABLE DEVELOPMENT

The Company has actively promoted ESG governance, integrated ESG concepts into daily operations, and continuously pursued the balanced development of environmental, social and governance benefits. At the same time, the Company continuously strengthened compliance risk management and effectively promotes the construction of integrity, aimed to create a stable and honest business environment. In addition, the Company also explored the way of sustainable development through in-depth interaction with stakeholders, and was committed to contributing to the progress and prosperity of the society.

3.1 Sustainable Development Management Board Statement

The Board of the Company assumes full responsibility for the ESG strategy and reporting, and is responsible for supervising the formulation and implementation of the Company's ESG-related strategies and targets, and reviewing and approving the annual ESG report. At the same time, the Board of the Company fully considers ESG factors in major decisions and business practices, actively identifies and evaluates the impact of ESG-related risks on the Group's operations, and supervises and reviews the progress and achievement of ESG goals at the annual Board meeting.

ESG Concept

ESG management has become a significant driving force for enterprises to achieve sustainable development. The Company attaches great importance to ESG management, identifies and determines material issues by establishing an ESG management organizational system, and integrates economic, social and environmental responsibilities into organizational and operational activities, so as to further improve the Company's social responsibility management level.

三、治理•引領持續發展

本公司積極推進ESG治理，將ESG理念融入日常運營中，不斷追求環境、社會、治理三方面效益的均衡發展。同時，本公司不斷強化合規風險管理，並切實推進廉潔建設，旨在打造穩健誠信的經營環境。此外，本公司亦通過與利益相關方的深入互動，共同探索可持續發展之道，致力為社會的進步與繁榮貢獻力量。

3.1 可持續發展管理董事會聲明

本公司董事會對ESG策略及匯報承擔全部責任，負責監督本公司ESG相關策略及目標的制定與落實，並負責審閱和簽批年度ESG報告。同時，本公司董事會在重大決策及業務實踐中充分考慮ESG因素，積極識別並評估ESG相關風險對集團運營的影響，並在年度董事會上監督檢討ESG目標進度及達成情況。

ESG理念

ESG管理已經成為企業實現可持續發展的重要推動力。本公司注重ESG管理，通過確立ESG管理組織體系，識別並確定實質性議題，將經濟、社會和環境責任融入組織經營活動，使本公司的社會責任管理水平進一步提升。

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ESG Management

The Company has established an ESG management system consisting of the Board, General Office, Brand Management Center and Social Responsibility Post, and clarified the composition and responsibilities of each level. At the same time, through regular reporting, the Company's directors and senior management are informed of the implementation of ESG risk management, ESG goals and ESG work plans to ensure the effectiveness of ESG management. The Company also has continued to strengthen ESG risk management, and effectively monitors ESG risks through the existing risk management and internal control systems to ensure stable and compliant business operations. For details of the Company's risk management and internal control, please refer to the section headed "Corporate Governance Report" of the Company's 2023 Annual Report.

- **Board of Directors:** the highest decision-making body for ESG management, responsible for reviewing and approving the Company's ESG reports, and evaluating annual ESG issues at regular meetings; reviewing the ESG report annually, paying attention to the setting of targets such as energy consumption, water consumption, waste and emissions and the alignment of these targets with the Company's business development, and evaluating the achievement of targets at the annual Board meeting.
- **General Office:** ensuring that the Company establishes an appropriate and effective ESG risk management system, and the ESG report is preliminarily reviewed and submitted to the Board for consideration; promoting the implementation of ESG goals and conducting performance evaluation.
- **Brand Management Center:** responsible for analyzing and identifying ESG-related risks and opportunities, establishing ESG management policies and implementation approaches, and taking the lead in preparing ESG report.

ESG治理

本公司已搭建由董事會、綜合辦公室、品牌管理中心和社會責任崗位組成的ESG管理體系，並明確各層級的構成及職責，同時通過定期匯報確保公司董事及高級管理層獲知ESG風險管理、ESG目標及ESG工作計劃等的執行情況，保證ESG管理的有效性。本公司亦持續加強ESG風險管理，通過現行風險管理及內部控制體系對ESG風險進行有效監控，確保業務運營穩健與合規。有關本公司風險管理及內部控制的具體資料，請參閱本公司二零二三年報《企業管治報告》部分的內容。

- **董事會：**是ESG管理的最高決策機構，負責審議及批准本公司ESG報告，於定期會議上對年度ESG議題進行評估；每年審閱ESG報告，關注能耗、水耗、廢棄物和排放物等目標的設定以及這些目標與公司業務發展的契合度，並在年度董事會上評估目標達成情況。
- **綜合辦公室：**確保本公司設立合適及有效的ESG風險管理系統，ESG報告進行初審並提交董事會審議；推動ESG目標的執行並進行績效評估。
- **品牌管理中心：**負責分析及識別ESG相關風險及機遇，建立ESG管理方針政策及實施路徑，以及牽頭編製ESG報告。

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- **Social Responsibility Post:** responsible for establishing the ESG indicator system, promoting the implementation and improvement of ESG management by various departments, implementing the annual work according to ESG management objectives, and participating in the preparation of ESG report.

- **社會責任崗：**負責建立ESG指標體系並推進各部門實施、改進ESG管理，根據ESG管理目標落實年度工作內容，以及參與編製ESG報告。



3.2 Business Ethics and Integrity

In order to maintain a fair and transparent business ecology, the Company has established a perfect integrity system, and actively strengthened the integrity awareness of employees through extensive integrity publicity and education activities and training and strived to create an upright business atmosphere.

Integrity and Ethics Publicity and Education

The Company has continued to strengthen the publicity and training of integrity awareness to develop corporate culture of probity, emphasized the concept of integrity and promoted the long-term development of the Company.

3.2 商業道德與廉潔建設

為構建公正、透明的商業生態，本公司建立完善的清廉體系，並積極通過廣泛的廉潔宣傳教育活動與培訓持續增強員工的廉潔意識，致力營造風清氣正的經營氛圍。

廉潔道德宣傳與教育

本公司持續加強廉潔意識的宣傳與培訓，以建設清廉的企業文化，強調廉政觀念，促進企業的長遠發展。

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Integrity Culture Publicity

The Company has set up an “Integrity Meilan” column in the WeChat public account of Meilan Airport and the publicity newspapers *Meilan Airport* (《美蘭空港》), and produced the “Integrity Business Tips for Key Positions” (關鍵崗位廉潔業務提示牌) to emphasize the integrity practice norms and guide employees to consciously abide by the integrity conduct. Furthermore, the Company has also organized a series of publicity activities such as the “8090 Publicity Team’s Youth Talks on Integrity” (8090宣講團之青年話清廉), calligraphy and painting exhibition with the theme of integrity, and “Clean Forest” (清風林) tree planting activity, with aimed to deepen employees’ understanding of integrity and ethics through art and culture.

廉潔文化宣傳

本公司於美蘭機場微信訂閱號、《美蘭空港》內宣報紙開設「廉潔美蘭」專欄，並製作「關鍵崗位廉潔業務提示牌」，以強調廉潔從業規範，引導員工自覺遵守廉潔操守。此外，本公司亦組織「8090宣講團之青年話清廉」系列宣講活動、廉潔主題書畫展、「清風林」植樹活動等宣教與文體活動，旨在通過藝術與文化手段深化員工對廉潔道德的理解。



✿ “8090 Youth Talks on Integrity” poster
「8090青年話清廉」海報



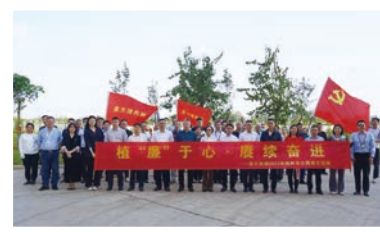
✿ Integrity-themed poster
清廉主題海報



✿ Integrity Business Tips for Key Positions
關鍵崗位廉潔業務提示牌



✿ Calligraphy, painting and photography exhibition with the theme of integrity
清廉書畫攝影展



✿ “Integrity Forest” activity
「清風林」活動

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Integrity Culture Training

Meilan Airport attaches great importance to integrity training. Through a series of measures such as holding a deployment meeting for the construction of honest Party and anti-corruption work, launching the "Integrity Forum" (清風講壇) integrity education platform, and organizing employees to visit the anti-corruption warning education base, we strengthen the integrity awareness of employees and promote the integrity culture construction of the Group in an all-round way.



Deployment meeting for the construction of honest Party and anti-corruption work
黨風廉政建設和反腐敗工作部署會



Integrity Forum site
清風講壇現場



Visiting anti-corruption warning education base in Hainan Province
參觀海南省反腐倡廉警示教育基地

Integrity Reporting Procedures

The Company has formulated and implemented the Interim Provisions on the Work System and Working Procedures for Complaint Reporting (《信訪投訴舉報工作制度及工作程序暫行規定》) to regulate the work of complaint reporting and effectively safeguard the legitimate rights and interests of whistleblowers.

廉潔舉報程序

本公司制定並執行《信訪投訴舉報工作制度及工作程序暫行規定》，規範信訪投訴舉報工作，切實維護投訴舉報人的合法權益。

Reporting Channels

General complaint reporting channels

一般信訪投訴舉報渠道

Address: Discipline Inspection Office of the Discipline Inspection Commission, 1st Floor, Office Building of Haikou Meilan International Airport

Postal code: 571126

Reporting telephone number: 86 898-69966110 (weekday telephone number)

地址：海口美蘭國際機場辦公樓一樓紀委紀檢室

郵政編碼：571126

舉報電話：86 898-69966110「工作日電話」

Reporting channels to the Audit Committee under the Board of Directors as required by the Listing Rules

基於上市規則要求向董事會審核委員會舉報渠道

The cadres and other stakeholders who may be affected by the employees' misconduct may raise any concerns about the Company's misconducts to the Audit Committee by submitting information to the Office of the Board of Directors secretly or anonymously.

Address: Office of the Board of Directors, Meilan International Airport Office Building, Meilan District, Haikou City, Hainan Province
Postal Code: 571126
E-mail: mlkgdb@mlairport.com

本公司幹部員工及可能受本公司員工不當行為影響的其他利益相關方，可暗或以不具名方式通過向本公司董事會辦公室提交信息的方式以向審核委員會提出其任何可能關於本公司不當事宜的關注。

地址：海南省海口市美蘭區美蘭國際機場辦公樓董事會辦公室
郵政編碼：571126
電子郵件：mlkgdb@mlairport.com

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Whistleblower Protection Mechanism

The Company maintains and deals with the complaint and whistle-blowing materials as confidential documents, and will not arbitrarily disclose the name of the whistleblower, the name of the complained person and the details of the complaint reporting. At the same time, the Company prohibits any retaliation against the whistleblower. The Discipline Inspection Office of the Discipline Inspection Commission will take all necessary measures or cooperate with the whistleblower to take protective measures to ensure that the legitimate rights and interests of the whistleblower will not be infringed. In the event of any retaliation being verified, the Company will follow strict and serious practices in accordance with relevant regulations.

舉報人保護機制

本公司將投訴舉報材料按照密件保管處理，不隨意泄露投訴舉報人姓名、被投訴舉報人姓名及投訴舉報內容。同時，本公司禁止對投訴舉報人進行打擊報復，紀委紀檢室將採取一切必要措施或配合投訴舉報人採取的保護措施確保投訴舉報人的合法權益不受侵犯。對於打擊報復行為，一經發現並查實，本公司將按照相關規定從嚴從重處理。

3.3 Communication with Stakeholders

The Company has established an effective communication and feedback mechanism with stakeholders, including but not limited to employees, government, investors, customers and suppliers, through different channels such as meetings, electronic platforms and interviews. Meanwhile, the Company has fully considered the expectation of stakeholders when formulating business strategies and ESG measures, and is committed to understanding and addressing the concerns of stakeholders and continuously improving ESG management.

3.3 利益相關方溝通

本公司通過會議、電子平台和訪談等不同渠道與利益相關方(包括但不限於員工、政府、投資者、客戶和供應商等)建立了有效的溝通反饋機制。同時，本公司在制定經營策略和ESG措施時，充分考慮利益相關方的期望，致力於理解和解決利益相關方關注的問題，不斷提升ESG管理水平。

The Company's analysis and response to the expectation and requirements of stakeholders are as follows:

本公司對利益相關方期望和要求的梳理及響應如下：

Stakeholders 利益相關方	Expectations and Demands 期望與訴求	Communication and Response 溝通與回應
Investors 投資者	Return on investment Risk control Operating transparency Investors' interests 投資回報 風險管控 經營透明度 投資者權益	Increase profitability Strengthen risk management Regular information disclosure Convene general meeting 提高盈利能力 強化風險管理 定期信息披露 召開股東大會
Government 政府	Pay taxes according to law Operate in compliance with laws and regulations Support local development 依法納稅 依法合規經營 支持地方發展	Regular full tax payment Strengthen compliance management Respond to national policies 定期足額納稅 加強合規管理 響應國家政策

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Stakeholders 利益相關方	Expectations and Demands 期望與訴求	Communication and Response 溝通與回應
Passengers 旅客	Passenger safety Service quality Protection of passenger rights and interests 旅客安全 服務品質 旅客權益保障	Strengthen safe operation Improve service quality Protect passenger privacy 加強安全運營 提升服務質量 保護旅客隱私
Suppliers 供應商	Fairness Win-win cooperation Business ethics and reputation 公平公正 合作共贏 商業道德與信譽	Improve supplier management Build a responsible supply chain Transparent procurement 完善供應商管理 打造負責任供應鏈 推行陽光採購
Employees 員工	Protect employees' rights and interests Health and safety Development and promotion Work-life balance 保障員工權益 健康與安全 發展與晉升 工作與生活平衡	Practice compliant employment Optimize occupational health and safety management Build a talent training system Employee care 踐行合規僱傭 優化職業健康安全管理 構建人才培訓體系 落實員工關懷
Environment 環境	Protect the ecological environment Reduce resource consumption 保護生態環境 減少資源消耗	Strengthen carbon emission management Promote energy conservation and consumption reduction 加強碳排放管理 推動節能降耗
Community 社區	Promote social harmony Volunteer service 促進社會和諧 志願者服務	Support rural revitalization Carry out volunteer activities 支持鄉村振興 開展志願者活動

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3.4 Material Issues Assessment

The Company carries out the assessment of material ESG issues, comprehensively understands the concerns of various stakeholders over the Company's ESG management on a timely basis, and takes active response measures to further improve the Group's ESG information disclosure. The specific procedures of the material ESG issues assessment for this year are as follows:

3.4 重要性議題評估

本公司開展ESG重要性議題評估工作，及時、全面地了解各利益相關方對本公司ESG管理的關注度項，並採取積極應對舉措，以進一步完善集團的ESG信息披露。本年度ESG重要性議題評估具體步驟如下：

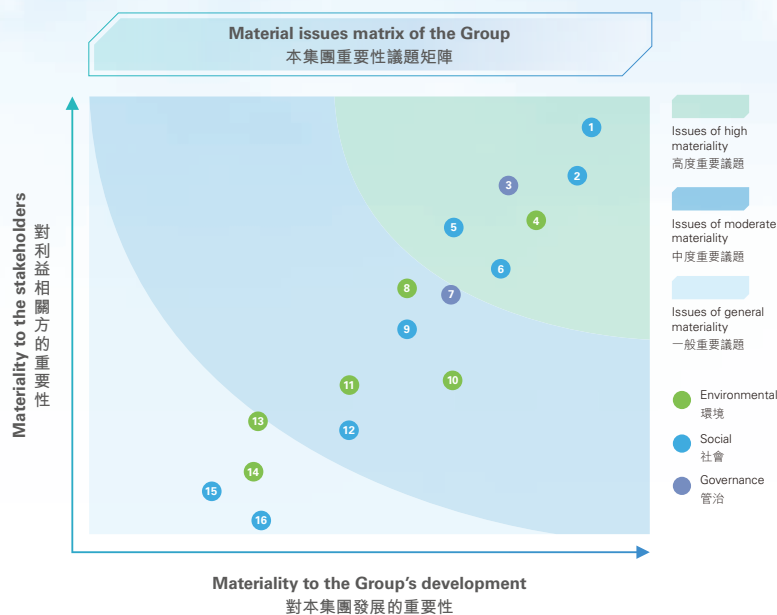


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The results of the Company's material ESG issues assessment in 2023 are as follows:

本公司二零二三年度ESG重要性議題評估結果如下：



**Comprehensive assessment results of
Meilan Airport material issues in 2023**
美蘭機場二零二三年度重要性議題綜合評估結果

Materiality 重要性	No. 序號	Material issues 重要性議題	No. 序號	Material issues 重要性議題
Issues of high materiality 高度重要議題	1	Safe operation 安全運營	4	Green and low-carbon operation 綠色低碳運營
	2	Service quality and customer interests 服務質量與客戶權益	5	Interests of and care to employees 員工權益與關懷
	3	Compliant operation 合規經營	6	Employee health and safety 員工健康與安全
Issues of moderate materiality 中度重要議題	7	Business ethics and integrity development 商業道德與廉潔建設	11	Energy and resources consumption 能源與資源使用
	8	Noise management 噪音管理	12	Response to climate change 應對氣候變化
	9	Employee training and development 員工培訓與發展	13	Supply chain environment and social risks management 供應鏈環境及社會風險管理
Issues of general materiality 一般重要議題	13	Biodiversity protection 保護生物多樣性	15	Charity and community development 公益慈善與社區發展
	14	Emission management 排放物管理	16	Protection of intellectual property 知識產權保護

According to the results of the materiality assessment, the issues of higher materiality for this year focused on safe operation, service quality and customer interests, compliant operation, green and low-carbon operation, etc. Based on the results of this assessment, the Company will constantly improve the ESG management strategy, enhance the ESG management level, and proactively fulfill its ESG responsibilities.

根據重要性評估結果所示，本年度重要性排序較高的議題集中在安全運營、服務質量與客戶權益、合規經營、綠色低碳運營等。本公司將以本次評估結果為基礎，持續完善公司的ESG管理策略，提升ESG管理水平，積極踐行ESG責任。

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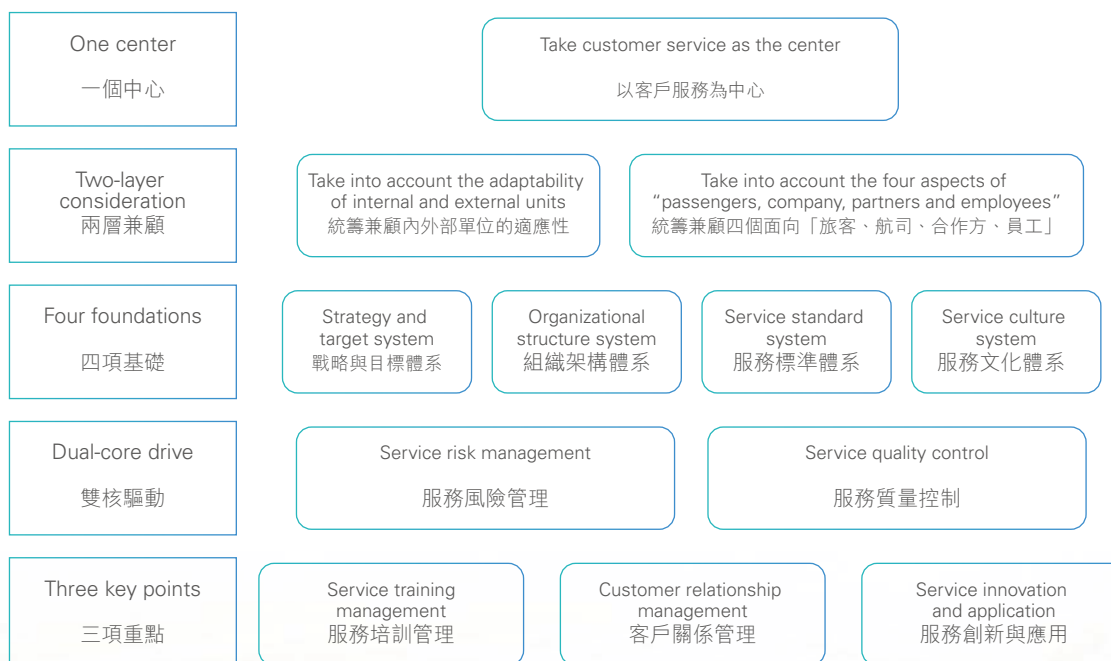
4. QUALITY STAR SERVICE

Meilan Airport adheres to the principle of customer first, actively establishes a strict service quality management system, constantly optimizes service processes, and dares to explore service innovation, strives to provide passengers with convenient, efficient and comfortable travel experience. While pursuing quality service, Meilan Airport also strives to protect customers' rights and interests, and strengthens the smart airport construction, so as to fully enhance service care and customer satisfaction. In March 2023, Meilan Airport won the three world awards of "Best Regional Airport in China", "Best Airport Staff in China" and "Best Clean Airport in China" granted by SKYTRAX for its excellent service quality.

4.1 Improving Service Quality

Service Quality Management System

According to the Guidelines for the Construction of Quality Management System for Passenger Service in Public Air Transport (《公共航空運輸旅客服務質量管理體系建設指南》) issued by the CAAC, the Company has continuously improved the service management system elements, established a SQMS (Service Quality Management System) with "1-2-4-2-3" as the main structure, and defined the service management contents in the whole chain, process and cycle, and enhanced the service quality management efficiency and improved the passenger service experience.



"1-2-4-2-3" Service Quality Management System (SQMS)
「1-2-4-2-3」服務質量管理體系

四. 品質•鑄就星級服務

美蘭機場秉持客戶至上原則，積極建立嚴格的服務質量管理體系，不斷優化服務流程，並勇於探索服務創新，力求為旅客提供便捷、高效、舒適的出行體驗。在追求優質服務的同時，美蘭機場亦努力保障客戶權益，並加強智慧機場建設，以充分提升服務關懷與客戶滿意度。二零二三年三月，美蘭機場憑藉卓越的服務質量榮獲SKYTRAX授予的「中國區最佳區域機場」、「中國區最佳機場員工」及「中國區最佳清潔機場」三項世界大獎。

4.1 提升服務質量

服務質量管理體系

本公司根據民航局印發的《公共航空運輸旅客服務質量管理體系建設指南》持續完善美蘭機場的服務管理體系要素，形成以「1-2-4-2-3」為主要架構的SQMS (Service Quality Management System，服務質量管理體系)，明確美蘭機場全鏈條、全流程、全週期的服務管理內容，以增強服務質量管理效能並提升旅客服務體驗。

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Special Service Supervision

Meilan Airport has carried out “1+6+N” service audit and supervision based on the relevant requirements of Haikou Meilan Airport Service Quality Management System Manual《海口美蘭機場服務質量管理體系手冊》，so as to ensure the effective implementation of airport service specifications. The specific mode is as follows:






- “1”: Carry out one systematic service audit around the service management system and annual work plan in combination with the actual work;
- “6”: Carry out special supervision in 6 directions for the basic quality and service improvement of service core business;
- “N”: Conduct irregular daily supervision on holidays, major service guarantees and seasonal service features from personnel, training, management and other dimensions.

Improve Service Quality

Focusing on passengers’ concerns and aiming at smooth passenger travel process, Meilan Airport has made great efforts to improve abnormal flight service quality, optimize the food supply mode, provide first-time passengers with personalized service, promote the “one card” and “one QR code” access, and launch air travel service products, and effectively has enhanced passengers’ sense of gaining in civil aviation services.

Meanwhile, Meilan Airport valued humanistic care, launched a series of personalized services to solve the difficulties of special travelers such as the elderly, children and the disabled, and strived to make every traveler feel warm and caring.

“Some examples” of personalized services for special travelers:

	“Care first” wheelchair service 「關愛先行」輪椅服務		“Worry-free summer flight with you” unaccompanied children service 「無憂暑期陪你乘機」無陪兒童服務
	24-hour “one-stop” diagnosis and treatment service 24 小時「一站式」診療服務		Upgraded and reformed breastfeeding room 升級改造母乳室
	Establish information files for mentally disabled passengers, refine the guarantee process for visually impaired and deaf-mute passengers, and increase the auxiliary equipment of guiding blind cane 建立精神殘疾旅客信息檔案，細化視覺障礙及聾啞旅客的保障流程，增加導盲杖輔助設備		

服務專項監察

美蘭機場基於內部制定的《海口美蘭機場服務質量管理體系手冊》的相關要求，開展「1+6+N」的服務審核與監察，以確保機場各項服務規範有效進行。具體模式如下：

- 「1」：結合工作實際圍繞服務管理體系、年度工作方案開展1次系統性服務審核；
- 「6」：針對服務核心業務的基礎質量與服務提升開展6個方向的專項監察；
- 「N」：從人員、培訓、管理等多個維度，針對節假日、重大服務保障、季節性服務特點等方面開展不定期日常監察。

提升服務品質

美蘭機場聚焦旅客關切，以旅客出行流程順暢為目標，着力推進不正常航班服務質量提升、優化餐食供應模式、為首乘旅客提供個性化服務、推廣「一證「碼」通行」、推出航空旅遊服務產品等項目，切實增強旅客對民航服務的獲得感。

同時，美蘭機場注重人文關懷，通過推出一系列個性化服務着力解決老年人、兒童、殘障人士等特殊旅客的困難，致力於讓每位旅客都能感受到溫暖和關愛。

特殊旅客個性化服務「部分舉例」：

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Focus on Service Innovation

In order to further stimulate the service innovation vitality, Meilan Airport established the Service Innovation Management Regulations (《服務創新管理規定》) to clarify the service innovation types and working mechanisms and requirements, and strived to promote service quality improvement. During this year, Meilan Airport focused on the problems that passengers feel urgent, difficult, worrisome and long anticipated, and launched a number of innovative service products, including “exclusive students’ travel service”, “express delivery for urgent things”, “guarding the warm elderly travel”, “boarding with one coupon in hand”, “worry-free first flight”, “late arrival housekeeper” and “Service Express”, aiming at enhancing passengers’ sense of gain and pleasure.

注重服務創新

為進一步激發服務創新活力，美蘭機場制定《服務創新管理規定》，明確服務創新類型、工作機制、開展要求等，力求促進服務品質提升。本年度，美蘭機場重點圍繞旅客的急、難、愁、盼等問題開展服務創新，推出包括「學生出行專屬服務」、「急物快提服務」、「守護夕陽，溫馨出行」、「一券在手●樂享登機」、「首乘無憂」、「晚到管家」、「服務一號通」等多項創新服務產品，旨在增強旅客的獲得感與愉悅感。



Case 案例

Exclusive service for students travel

學生出行專屬服務

In order to ensure students’ return to school in the summer, Meilan Airport solved the pain points of “difficulty in finding the way”, “too much luggage” and “expensive taxi”, created a special service for college students travel, effectively improved the public transportation transit capacity by adding shifts and car transporting, and promoted it on official Weibo account and other public platforms commonly used by student groups, alleviated the traffic congestion during the peak season and made travel more efficient and smooth.

美蘭機場為做好暑期學生返校保障工作，解決異地上學學生及家長「認路難」、「行李多」、「打車貴」等痛點，打造大學生出行專屬服務，通過加開車次、小車運送等方式有效提升公共交通轉運能力，並在官方微博等學生群體常用公眾平臺進行推廣宣傳，緩解學生返校高峰季時交通擁堵情況，讓出行更高效、順暢。



Exclusive students’ travel service activity
學生出行專屬服務活動

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4.2 Protect Customers' Rights and Interests

Customer Satisfaction

In order to ensure high-quality passenger service experience, Meilan Airport has continuously improved its service evaluation system, passed the ACI (Airport Council International) ASQ (Airport Service Quality) passenger satisfaction survey and evaluation project to strengthen communication with industry organizations, and carried out special promotion in light of its weakness to improve passenger satisfaction.

During this year, Meilan Airport achieved an overall ASQ satisfaction score of 5 (out of 5).

Integrity Promotion and Publicity

The Company has formulated and implemented internal systems such as Brand Publicity Management Regulations (《品牌宣傳工作管理規定》), Business Notice on Standardizing Meilan Airport Social Media Information Dissemination (《關於規範美蘭機場社交媒體信息傳播的業務通告》), and Meilan Airport Press Spokesperson System (《美蘭機場新聞發言人制度》), defined the relevant requirements of the Company's brand publicity and news release management, strictly controlled external information output, and ensured the truthfulness, objectivity, accuracy and compliance of publicity materials and news reports.

4.3 Build a Smart Airport

In order to help improve business quality and efficiency, Meilan Airport promoted the information project construction around four aspects during this year: smart operation, smart service, smart security and smart management, and made every effort to build an advanced, efficient and convenient smart airport.

Smart Operation

With the introduction of the certificate management system, Meilan Airport can conveniently handle the whole online process of passport application, training, examination, approval, completion, supervision and cancellation in the control area, simplifying the application process and improving the passport processing efficiency.

4.2 保障客戶權益

客戶滿意度

為確保旅客在機場獲得高品質的服務體驗，美蘭機場持續完善服務評價體系，通過ACI(Airport Council International,國際機場協會)ASQ(Airport Service Quality,機場服務質量)旅客滿意度調查測評項目，加強與行業機構溝通，並針對弱項開展專項提升，旨在提升旅客滿意度。

本年度，美蘭機場ASQ整體滿意度得分為5分(滿分5分)。

誠信推廣與宣傳

本公司制定並執行《品牌宣傳工作管理規定》《關於規範美蘭機場社交媒體信息傳播的業務通告》《美蘭機場新聞發言人制度》等內部制度，明確本公司品牌宣傳與新聞發佈管理的相關要求，嚴控對外信息輸出關口，確保宣傳資料、新聞報道等真實、客觀、準確及合規。

4.3 打造智慧機場

為助力業務提質增效，本年度，美蘭機場圍繞智慧運行、智慧服務、智慧安全和智慧管理等四大方面推進信息化項目建設，竭力打造先進、高效、便捷的智慧機場。

智慧運行

推出證件管理系統，美蘭機場實現控制區通行證申請、培訓、考試、審批、辦結、監管、註銷等全流程業務便捷式線上辦理，簡化申辦人員申請流程，提高通行證辦理效率。

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Smart Service

The Group launched the online “Haikou Meilan Airport Portal Miniprogram”, which includes the employee version and the passenger version. The Miniprogram provides employees with comprehensive “service + management”, and provides passengers with a series of travel service information such as ticket purchase information, flight dynamics, indoor navigation and airport map, which greatly enhances employee and passenger service experience. Meanwhile, Meilan Airport actively promoted smart parking service, and was awarded the title of “Top Ten Smart Parking Airports in China” by the Organizing Committee of the 8th National Airport Smart Parking Summit in June 2023.

智慧服務

上線包含員工端和旅客端的「海口美蘭機場門戶小程序」。該小程序為員工提供「服務+管理」的綜合服務，為旅客提供購票信息、航班動態、室內導航、機場地圖等一系列出行服務信息，極大提升員工與旅客的服務體驗。同時，美蘭機場積極推行智慧停車服務，於二零二三年六月榮獲由第八屆全國機場智慧停車峰會組委會授予的「全國智慧停車十佳機場」稱號。



✦ Haikou Meilan Airport Portal Miniprogram
海口美蘭機場門戶小程序首頁

Smart Security

The Group set up a signal light system in the hot spot areas of the apron to control the vehicle operation, so as to prevent the collision accident and reduce scene operation risk.

智慧安全

搭建機坪熱點區域信號燈系統，對熱點區域的車輛運行實施管制，以防止碰撞事故發生並降低場面運行風險。

Smart Management

The Group introduced the smart energy management and control system to refine the airport energy consumption data management, which effectively promoted the Company's energy conservation and consumption reduction.

智慧管理

引入智慧能源管控系統，對機場能耗數據實施精細化管理，有效推動本公司的節能降耗工作。

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5. GUARD A SAFE JOURNEY

Meilan Airport attaches great importance to airport safety management and is committed to providing passengers with a safe journey. By optimizing the safety management system and strengthening multi-dimensional measures such as construction safety, runway safety and clearance safety management, the Company ensures the airport safety and stable operation. Meanwhile, Meilan Airport actively carried out potential safety hazard investigation, strictly controlled the safety assessment management, promoted the construction of safety culture, and constantly improved employees' safety risk awareness and response ability. In addition, Meilan Airport has continuously improved the overall emergency level of the airport by advancing the emergency management system, enriching emergency resources and building emergency teams, so as to create a safe airport environment. With meticulous airport safety management, Meilan Airport won the collective title of "Safe Civil Aviation" granted by the CAAC in September 2023.

5.1 Safety Management System Construction

Meilan Airport practices the concept of "zero tolerance for potential safety hazards", strictly abides by the Civil Aviation Law of the PRC (《中華人民共和國民用航空法》), the Safety Management Manual (《安全管理手冊》) of the International Civil Aviation Organization (ICAO), the Regulations on the Operation Safety Management of Civil Airports (《民用機場運行安全管理規定》), and the Construction Guidelines for the Safety Management System (SMS) of Transport Airports (《運輸機場安全管理體系(SMS)建設指南》) of the CAAC, and strives to ensure the safe airport operation. Meanwhile, Meilan Airport has continuously consolidated the "7+7"¹ statutory safety responsibility foundation, sorted out and established the safety responsibility list of various departments, and explored the dual prevention mechanism implementation to promote the airport safety management system optimization and upgrading. In addition, Meilan Airport has set up a safety management committee to supervise the Group's safety management implementation.

五、安全•守護平安旅程

美蘭機場高度重視機場安全管理，致力為旅客提供平安旅程。本公司通過優化安全管理體系，加強施工安全、跑道安全、淨空安全管理等多維舉措，保障機場安全、穩定運營。同時，美蘭機場積極開展安全隱患排查，嚴控安全考核管理，推進安全文化建設，不斷提升員工的安全意識及安全風險應對能力。此外，美蘭機場亦通過完善應急管理體系、豐富應急資源、建設應急隊伍等措施持續提升機場的整體應急水平，切實打造安全的機場環境。憑藉細緻的機場安全管理，二零二三年九月，美蘭機場榮獲由民航局授予的「平安民航」建設工作成績突出集體稱號。

5.1 安全管理體系建設

美蘭機場踐行「安全隱患零容忍」理念，嚴格遵守《中華人民共和國民用航空法》、國際民航組織《安全管理手冊》、民航局《民用機場運行安全管理規定》《運輸機場安全管理體系(SMS)建設指南》等安全規定，着力保障機場的安全運營。同時，美蘭機場不斷夯實「7+7」¹法定安全責任基礎，梳理建立各部門的安全責任清單，並探索雙重預防機制²的落地運行，以促進機場安全管理體系優化升級。此外，美蘭機場設立安全管理委員會，以督導集團安全管理工作的實施。

¹ "7+7" refers to Article 21 and Article 25 of the Work Safety Law of the People's Republic of China (《中華人民共和國安全生產法》), where the main person in charge of the production and operation unit is responsible for seven duties for the work safety of the unit and the work safety management authority and the work safety management personnel of the production and operation unit perform seven duties.

² The dual prevention mechanism refers to organizing the establishment and implementation of safety risk classification control and hidden danger investigation and management.

¹ 「7+7」是指《中華人民共和國安全生產法》第二十一條生產經營單位的主要負責人對本單位安全生產工作負有七項職責、第二十五條生產經營單位的安全生產管理機構以及安全生產管理人員履行七項職責。

² 雙重預防機制是指組織建立並落實安全風險分級管控和隱患排查治理雙重預防工作機制。

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5.2 Safety Operation Guarantee

Operation Safety Management

In order to ensure safe and stable airport operation, Meilan Airport has implemented a number of governance measures, covering key areas such as standardizing the construction process, maintaining runway quality and clearance management, to aim at creating a safe, efficient and reliable airport operating environment.

Construction Safety

During this year, Meilan Airport has continuously improved the safety awareness of workers by strengthening construction access management, reinforcing construction access training, establishing construction access files, and issuing construction work permits, strived to reducing construction risks and effectively prevented construction site safety accidents.

Runway Safety

During this year, Meilan Airport carried out the work of clearing and marking the runway centerline to improve the standardization and visibility of the visual navigation aid system, and thus effectively avoid confusion and misdirection events caused by unclear marking line indication. Meanwhile, Meilan Airport completed the project of changing the damaged plates and notching the pavement texture of the south runway during this year, so as to strengthen the runway airworthiness and skid resistance and eliminate the runway operation hidden dangers.

5.2 安全運營保障

運行安全管理

為確保機場的安全穩定運行，美蘭機場實施多項治理措施，涵蓋規範施工流程、維護跑道質量、淨空管理等關鍵領域，旨在打造安全、高效、可靠的機場運營環境。

施工安全

本年度，美蘭機場通過強化施工准入管理，加強施工准入培訓，建立施工准入檔案，製發施工作業證等措施不斷提高作業人員的安全意識，致力於降低施工風險，有效防止施工現場安全事故發生。

跑道安全

本年度，美蘭機場開展跑道中線清除及劃線更新工作，以提升目視助航設施系統的規範性和可視性，進而有效避免因標誌線指示不清晰產生混淆、錯誤指引事件。同時，美蘭機場於年內完成南跑道病害板塊換板及道面紋理刻槽項目，以強化跑道的適航性和抗滑性並消除跑道運行安全隱患。

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Clearance Management

Airport clearance is an important line of defense for flight safety. In order to effectively manage the clearance, Meilan Airport has taken many measures to improve clearance quality and efficiency by means of daily patrol inspection, standardizing information notification, urging trees clearing, strengthening nearby pigeon farmer management, establishing clearance coordination mechanism with the local government and improving clearance management system. Meanwhile, Meilan Airport launched 15 batches of special clearance publicity work during the year, and shared clearance safety knowledge with the masses in various forms, such as installing clearance warning signs, posting hanging clearance publicity banners, playing clearance publicity animations, visiting community property management, distributing leaflets and brochures, so as to enhance their support for clearance safety work and further strengthen airport clearance safety.



✚ Clearance safety promotion
淨空安全宣傳

Potential Safety Hazard Investigation

Meilan Airport actively implemented special airport operation safety rectification, and thoroughly sorted out the major hidden danger list. In view of bird strike prevention, clearance safety, runway safety, electricity safety and project construction, the Group organized 572 hidden dangers during this year to enhance hidden danger control effectiveness. During this year, Meilan Airport identified no major safety risks.

淨空管理

機場淨空是飛行安全重要的一道防線，為切實做好淨空管理，美蘭機場通過採取日常巡視排查、規範信息通報、督促樹木清理、加強週邊養鴿戶管理、與地方政府建立淨空協調機制、完善淨空管理體系等手段，多措并举推動淨空工作提質增效。同時，美蘭機場於年內開展15批次淨空專項宣傳工作，通過安插淨空警示牌、張貼懸掛淨空宣傳橫幅、播放淨空宣傳動畫、走訪社區物業、發宣傳單及宣傳冊等多樣化的形式向群眾分享淨空安全知識，以此提升群眾對淨空安全工作的支持，進而強化機場淨空安全。



安全隱患排查

美蘭機場積極落實機場運行安全專項整治工作，深入梳理重大安全隱患排查清單，針對鳥擊防範、淨空安全、跑道安全、用電安全、項目施工等方面，本年度共組織開展572次隱患排查，力求增強隱患治理成效。本年度，美蘭機場未發現重大安全隱患。

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Safety Culture Construction

Meilan Airport values safety culture construction, and guides all employees to establish firm safety awareness through a number of safety training activities, such as safety warning education and publicity, safety knowledge competition. Meanwhile, the Group actively carried out the "Safety Production Month" special activities, and effectively improved the safety response ability of employees and passengers by holding emergency drills, theme education and safety knowledge publicity, and strived to create a cultural atmosphere of "everyone talks about safety and can respond to emergencies". In 2023, Meilan Airport was awarded the advanced unit of the National Civil Aviation Safety Production Month activity.

安全文化建設

美蘭機場重視安全文化建設，通過開展安全警示教育宣講、安全知識競賽等多項安全培訓活動，引導全體員工牢固樹立安全意識。同時，積極開展「安全生產月」專項活動，通過舉辦如應急演練、主題教育和安全知識宣貫等，切實提升員工及旅客的安全應對能力，致力於營造「人人講安全，個個會應急」的文化氛圍。二零二三年，美蘭機場榮獲全國民航「安全生產月」活動先進單位。



Case 案例

"16 June Safety Consultation Day" activity 「6.16安全諮詢日」活動

In June 2023, Meilan Airport held the "16 June Aviation Safety Consultation Day in Civil Aviation Hainan Area" in T2 Terminal. This activity had safety publicity and consultation, safety knowledge presentation, simulated fire alarm demonstration and other links to popularize aviation safety, network safety, fire prevention safety, air defense safety and other knowledge to on-site passengers, and answered the passenger safety questions, aiming at guiding passengers to pay attention to, support and participate in aviation safety work, and laying the foundation for sound airport operation safety and smooth passenger travel.

二零二三年六月，美蘭機場在T2航站樓舉辦「民航海南轄區6•16航空安全諮詢日」活動。本次活動設置安全宣傳諮詢、安全知識宣講、模擬消防出警展示等環節，向現場旅客普及航空安全、網絡安全、消防安全、空防安全等知識，並解答旅客提出的安全問題，旨在引導旅客關注、支持並參與到航空安全工作當中，為機場良好的運行安全和旅客的順暢出行奠定基礎。



✿ Safety Consultation Day activity site
安全諮詢日活動現場圖

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Safety Emergency Management

Meilan Airport focused on improving emergency management capabilities, continuously advanced the emergency management system, ensured rapid and orderly response in emergencies, and also paid attention to emergency resources reserve and deployment to provide solid material support for rescue operations. In addition, Meilan Airport attached great importance to emergency team capacity building. Through systematic training and drills, the Group constantly improved emergency team professionalism and actual combat ability to ensure the maximization of rescue efficiency at critical moments.

安全應急管理

美蘭機場專注提升應急管理能力，持續完善應急管理體系，確保在突發事件中能夠迅速、有序地響應，同時注重應急資源的儲備與調配，為救援行動提供堅實的物資保障。此外，美蘭機場高度重視應急隊伍的能力建設，通過開展系統性的培訓和演練，不斷提升應急隊伍的專業素養和實戰能力，確保在關鍵時刻能夠發揮最大的救援效能。



Case 案例 “Spring training” special activity 「春季大練兵」專項活動

From February to April 2023, Meilan Airport launched a three-month “Spring Training” special activity on two directions of emergency management and emergency rescue. Through 148 batches of seminar and training, 237 batches of drills and 32 batches of exchange assessment, the Group comprehensively improved the overall emergency rescue management capacity.

二零二三年二月至四月，美蘭機場從應急管理與應急救援兩個方向入手，開展為期三個月的「春季大練兵」專項活動。本次活動通過148批次研討培訓、237批次演練比武和32批次交流考核，全面提升美蘭機場的應急救援管理總體能力。



✦ Seminar training site
研討培訓現場



Case 案例 Emergency drill for illegal interference 非法干擾應急演練

In order to ensure the safe and stable operation of the National People's Congress, the Boao Forum for Asia and the International Consumer Goods Expo in 2023, Meilan Airport organized an emergency drill for illegal interference in conjunction with Haikou Special Police Detachment and Airport Public Security Bureau in February 2023. This drill takes the background of explosives threat and the scriptless actual combat form, aiming at testing the rescuers' emergency response and disposal ability in the face of illegal interference.

為確保二零二三年全國兩會、博鰲亞洲論壇及國際消費品博覽會保障期間安全平穩運行，二零二三年二月，美蘭機場聯合海口市特警支隊、機場公安分局組織開展非法干擾應急演練。本次演練以爆炸物威脅為背景，採取無脚本實戰形式，旨在檢驗各救援人員在面臨非法干擾情況時的應急響應和處置能力。



✦ Illegal interference emergency drill site
非法干擾應急演練現場

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Information Security Management

In order to further refine the network security emergency plan and classify network security incidents, Meilan Airport revised the rules and regulations such as Network Security Guarantee Scheme (《網絡安全保障方案》) and Network Security Work Responsibility System (《網絡安全工作責任制》), and established internal systems such as E-mail System Management System (《電子郵件系統管理制度》) and Technical Specification for Information System Security Protection (《信息系統安全防護技術規範》), so as to continuously improve the airport information security management system and strengthen information governance capabilities. Meanwhile, Meilan Airport actively carried out information security risk management such as network security activities and vulnerability investigation and management, and strived to comprehensively improve the information security protection level.

信息安全管理

為進一步細化網絡安全應急預案和網絡安全事件分級，美蘭機場修訂《網絡安全保障方案》和《網絡安全工作責任制》等規章制度，並制定《電子郵件系統管理制度》《信息系統安全防護技術規範》等內部制度，以此不斷完善機場信息安全管理體系，並強化信息治理能力。同時，美蘭機場積極開展網絡安全保障活動和漏洞排查治理等信息安全風險治理工作，力求全面提升信息安全防護水平。

6. GREEN AND SUSTAINABILITY

Meilan Airport adhered to green and low-carbon operation, and continuously reduced the possible operation impact on the environment through measures such as energy saving, water conservation, waste gas and waste emission reduction, and noise management. Meanwhile, the Company improved the extreme weather emergency plan and continuously leveled up its ability to cope with climate risks. Meilan Airport also took the initiative to pay attention to biodiversity protection and actively promoted the balanced environment development.

六、綠色•注入永續活力

美蘭機場堅持綠色低碳運營，通過節能降耗、水資源節約、減少廢氣和廢棄物排放、噪聲管理等舉措，不斷降低業務運營對環境的可能影響。同時，本公司完善極端天氣相關的應急預案，不斷提升氣候風險的應對能力。美蘭機場亦主動關注生物多樣性保護，積極推動生態環境平衡發展。

6.1 Adhering to Low-carbon Operation

Meilan Airport adheres to the green development concept, continuously strengthened emission management, optimized energy structure, promoted energy conservation and emission reduction, and improved water resources utilization efficiency, aimed at promoting green and low-carbon operation. Meanwhile, Meilan Airport paid attention to noise control, constantly strengthened noise monitoring, and strived to create an environmentally friendly and sustainable airport environment.

6.1 堅持低碳運營

美蘭機場堅持綠色發展理念，持續加強排放物管理，優化能源結構，推動節能減排，並提升水資源利用效率，旨在促進綠色低碳運營。同時，美蘭機場注重噪聲治理，不斷加強噪聲監測，力求打造環保、可持續的機場環境。

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Emission Management

- **Exhaust emissions:**
Meilan Airport conducted fuel vehicle normalized management, conducts spot checks on vehicle usage every week, and reminded all units to turn off the engine and stand by to strengthen vehicle users' energy-saving awareness. Meanwhile, Meilan Airport continued to implement the "replacing fuel vehicle with electricity vehicle" project to improve the new energy vehicle utilization rate and speed up charging pile construction to reduce fuel consumption. By December 2023, Meilan Airport had 329 charging piles and 198 new energy vehicles.
- **Waste management:**
Meilan Airport formulated and implemented the Work Plan of Domestic Waste Classification and Reduction in Haikou Meilan International Airport (《海口美蘭國際機場生活垃圾分類與減量工作方案》), and actively carried out waste classification publicity, promoted plastic ban, distributed classification garbage bins, and improved the airport classification collection houses. Meanwhile, Meilan Airport collected and managed hazardous wastes, such as waste tires, waste engine oil, waste batteries, in a unified way, and handed them over to third-party professional organizations for harmless treatment to avoid adverse effects on the environment.

排放物管理

- **廢氣排放：**
美蘭機場對燃油車進行常態化管理，每週開展車輛使用情況抽查，並提醒各單位熄火待命，加強用車人員的節能意識。同時，美蘭機場持續實施「油改電」項目，提高新能源車的使用率，並加快充電樁建設，以減少燃油消耗。截至二零二三年十二月，美蘭機場共設有充電樁329台，新能源車輛198輛。
- **廢棄物管理：**
美蘭機場制定並執行《海口美蘭國際機場生活垃圾分類與減量工作方案》，積極開展垃圾分類宣傳、推進禁塑行動、分佈擺放分類垃圾桶、完善機場分類收集屋建設等工作。同時，對於廢舊輪胎、廢機油、廢電瓶等有害廢棄物，美蘭機場進行統一回收及集中管理，並交由第三方專業機構進行無害化處理，避免對生態環境產生不良影響。

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Energy Management

Meilan Airport continued to promote energy conservation and emission reduction, and comprehensively improved energy utilization efficiency and reduced energy consumption through measures such as refined central air conditioning control and optimization, lighting control, introduction of central air conditioning remote control system, replacement of energy-saving lamps, equipment energy-saving transformation, and operation control optimization.

能源管理

美蘭機場持續推進節能減排，通過中央空調精細化操控與優化、照明控制、引進中央空調遠程控制系統、更換節能燈具、對設備進行節能改造、優化運行控制等措施，全面提升能源利用效率並減少能源消耗。

Refined central air conditioning control and optimization

Through detailed historical data analysis such as equipment running time, power consumption in each period, outdoor temperature, passenger flow, parameter setting, we identified and optimized the key factors affecting the air conditioning equipment power consumption, which can save about 9,759,300 kWh per year.

中央空調精細化操控與優化

通過對設備運行時間、各時段耗電量、室外溫度、客流量、參數設定等歷史數據進行詳細分析，識別影響空調設備耗電量的關鍵因素，並進行優化調整，可實現每年節省耗電約975.93萬度。



✿ Equipment control
設備調控

High-pole lights and building intelligent control system

We built high-pole lights and building intelligent control system, conducted unified management of the high-pole lights and terminal lighting in the flight area, and formulated time-sharing and zoning fine control strategies for flights and weather to effectively improve energy utilization efficiency.

高桿燈及樓宇智控系統

搭建高桿燈及樓宇智控系統，對飛行區高桿燈及航站樓照明進行統一管理，制定針對航班、天氣的分時、分區精細化控制策略，有效提高能源的利用效率。



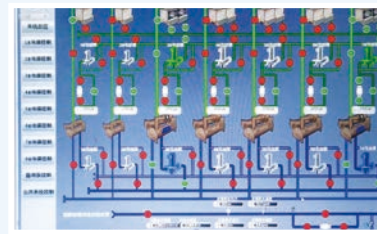
✿ High-pole lights
高桿燈

Central air-conditioning energy saving

We introduced the central air conditioning remote control system to realize frequency conversion energy-saving of water pump and air cabinet, and reduced the energy consumption according to the terminal water demand, saving about 1 million kWh of electricity every year.

中央空調節能

引進中央空調遠程控制系統，實現水泵和風櫃的變頻節能，根據末端水量需求合理分配，減少能源損耗，每年大約節省耗電100萬度。



✿ Central air conditioning remote control system
中央空調遠程控制系統

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Water Resources Management

By actively promoting reclaimed water recovery, strictly controlling leakage, strengthening water-saving publicity and other measures, Meilan Airport has achieved refined water resources management and continuously improved water resources utilization efficiency.

水資源管理

美蘭機場通過積極推行中水回收、嚴格管控「跑冒滴漏」現象、加強節水宣傳等措施，實現水資源精細化管理，持續提升水資源利用效率。

Reclaimed water reuse system

Meilan Airport uses reclaimed water reuse system to reuse the reclaimed water that meets the national first-class discharge standard for airport greening irrigation, landscape water system, clean washing water, so as to save water resources. According to the calculation, we achieved the reclaimed water utilization rate of 100%, and reused the reclaimed water amount of 1,198,500 tons in 2023.

中水回用系統

美蘭機場利用中水回用系統將經處理達到國家一級排放標準的中水回用於機場綠化灌溉、景觀水系、清潔洗滌用水等，以實現水資源節約。經測算，中水利用率達到100%，二零二三年中水回用量119.85萬噸。



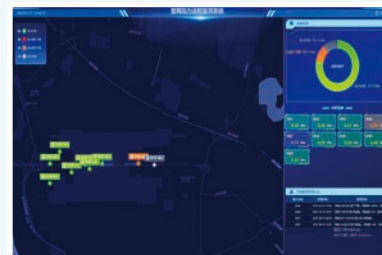
Reclaimed water reuse system
中水回用

Leaking control

Meilan Airport conducts daily inspection on the airport water supply pipe network direction and makes relevant records. Meanwhile, the Company built an intelligent water pressure monitoring platform to judge the leaking area at the earliest time and timely organize emergency repairs to reduce water waste.

「跑冒滴漏」管控

美蘭機場每日對機場供水管網走向進行巡檢，並做好相關記錄；同時，本公司建設水壓智能監控平台，第一時間判斷漏水區域並及時組織搶修，以減少水資源浪費。



Intelligent water pressure
monitoring platform
水壓智能監控平台

Water-saving publicity

We held water resources protection initiative publicity activities, including distributing publicity leaflets, carrying out water-saving knowledge quiz, banner signing, in order to enhance the employees and passengers' water-saving awareness.

節水宣傳

舉行保護水資源倡議宣傳活動，包括發放宣傳頁，開展節水知識有獎問答、橫幅簽名等，以提升員工和旅客的節水意識。



Water-saving publicity
campaign site
節水宣傳活動現場

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Noise Management

Meilan Airport attaches great importance to noise control, strictly abides by the Law of the PRC on the Prevention and Control of Environmental Noise Pollution (《中華人民共和國環境噪聲污染防治法》), the Environmental Standard for Aircraft Noise Around the Airport (《機場週圍飛機噪聲環境標準》) and other laws and regulations, and adopted a number of effective measures to reduce the impact of airport noise on the surrounding environment:

- Conduct noise inspections in key noise monitoring areas around the airport;
- Put the mobile noise monitor into use, and monitor the aircraft noise around the airport once a week for one hour;
- Airlines are required to use Phase III aircraft models, and high-noise aircraft of Phase I and II (models manufactured before 1980) are strictly prohibited to minimize the impact of aircraft noise;
- Meilan Airport has formulated and used noise reduction operating procedures for takeoffs and landings. The relevant noise reduction procedures have been included in the Airport Use Detailed Rules (《機場使用細則》) and published to the public. Pilots are automatically broadcast through broadcasts, requiring pilots to strictly implement noise reduction procedures for takeoffs and landings.

噪聲管理

美蘭機場高度重視噪聲治理，嚴格遵守《中華人民共和國環境噪聲污染防治法》《機場週圍飛機噪聲環境標準》等法律法規，並通過採取多項有效措施減少機場噪音對週邊環境的影響：

- 對機場週邊的噪聲監測重點區域開展噪聲巡查；
- 投用移動式噪聲監測器，每週對機場週邊區域開展一次持續一小時的航空器噪聲監測；
- 要求航空公司均使用第三階段飛機型號，嚴禁執行第一、第二階段（一九八零年前製造的機型）的高噪聲飛機，最大限度減少飛機噪聲影響；
- 美蘭機場已制定並使用減噪操作程序起降，有關減噪程序已收錄于《機場使用細則》並對外公佈，並通過通波對飛行員進行自動廣播，要求飛行員嚴格執行減噪程序起降。

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6.2 Responding to Climate Change

In response to the national goal of “carbon peaking, carbon neutrality”, Meilan Airport has included climate change risk in the Group’s risk management category, formulated and implemented internal systems and emergency plans such as Work Plan for Special Weather Prevention and Response in Summer and Autumn Aviation Season (《夏秋航季特殊天氣防範與應對工作方案》), Business Notice on Flood Control and Typhoon Prevention Work Procedures (《處置氣象災害專項預案》), Special Plan for Typhoon Prevention (《防颱專項預案》), Special Plan for Flood Control and Special Plan for Handling Meteorological Disasters (《處置氣象災害專項預案》), and defined the response methods for extreme weather. Meanwhile, the Company strengthened the early warning mechanism, strengthened the identification, management and evaluation of climate change risks in the course of operation, and regularly conducted emergency drills for flood control and typhoon prevention to enhance the climate risk resistance capability.

6.2 應對氣候變化

美蘭機場響應國家「碳達峰、碳中和」目標，將氣候變化風險納入集團的風險管理範疇，制定並執行《夏秋航季特殊天氣防範與應對工作方案》《防颱專項預案》《防汛專項預案》《處置氣象災害專項預案》等內部制度及應急預案，明確極端天氣的應對方法。同時，本公司強化預警機制，加強營運過程中對氣候變化風險的識別、管理與評估，並定期開展防汛防風應急演練，以提升氣候風險抵禦能力。



Case 案例

Emergency drill for flood control and typhoon prevention

防汛防風應急演練

In May 2023, Meilan Airport organized a “scriptless” desktop emergency drill for flood control and typhoon prevention. Based on the climate characteristics of Hainan tropical storm and typhoon season, we set up five drill subjects, including plan start-up, rainwater backflow to terminal, single building water accumulation, vehicles wading and flameout in flight area and recovery after the accident, aiming at comprehensively testing and strengthening the overall emergency response capabilities of airport departments and resident units.

二零二三年五月，美蘭機場組織開展防汛防風「無腳本」桌面應急演練。本次演練以海南省熱帶風暴、颱風季節的氣候特點為背景，設置包含預案啟動、雨水倒灌航站樓、單體樓積水、飛行區車輛涉水熄火及善後恢復等五個演練科目，旨在全面檢驗和強化機場各部門及駐場單位的整體應急處置能力。



✿ Flood control and typhoon prevention desktop emergency drill meeting
防汛防風桌面應急演練



✿ Other flood control and typhoon emergency drill site
其它防汛防風應急演練現場照片

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6.3 Protecting Biodiversity

Meilan Airport is well aware that protecting biodiversity is the key to maintaining the ecosystem stability and health. The Group strives to find a balance between bird strike prevention and bird protection, and actively carries out the precious birds protection and rescue work through the joint efforts of Hainan Island's non-governmental animal protection organizations. If there are injured birds at the airport, we will send them to Swan Lake Animal Base for treatment and release. If the birds are not injured and in good condition, we will send them to an environment at least 8km away from the airport and suitable and livable for the birds. As of December 2023, Meilan Airport has rescued 63 birds under national second-class protection or above, contributing to the ecological balance maintenance.



✿ Hand over rescued birds to animal protection organization
將救助鳥類交接給動物保護單位

6.3 保護生物多樣性

美蘭機場深知保護生物多樣性是維持生態系統穩定和健康的關鍵。美蘭機場努力尋找鳥擊防範和鳥類保護之間的平衡點，通過聯合海南本島的民間動物保護組織，積極開展珍惜鳥類保護救助工作。若機場出現受傷鳥類，則將其送往天鵝湖動物基地進行救治後放飛；若鳥類未受傷且狀態良好，則自行將鳥類送往遠離機場至少8km以外且適宜該鳥類棲息的环境放飛。截至二零二三年十二月，美蘭機場累計救助63隻二級及以上保護鳥類，為維護生態平衡貢獻力量。



✿ Short-eared Owl waiting to be released
等待放飛的短耳鴞

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7. A WORKPLACE WITH WARM AND CARE

The Group adheres to the “people-oriented” principle and strives to create a fair, safe and caring workplace environment for employees. The Group fully protects the legitimate rights and interests of employees, improves the training system, and constantly optimizes the talent development path to help employees realize their personal values. Meanwhile, the Group pays close attention to their physical and mental health, and provides diversified communication platforms and warm care to realize the common development of the talents and the Company.

7.1 Employment and Rights and Interests

Through social and campus recruitment, the Group has expanded its talent team for development. Meanwhile, the Group has actively provided job opportunities for retired military personnel. By December 2023, the Group had introduced 86 retired military personnel and won the honorary title of “Hainan Province Model Unit for Patriotic Support of the Army”.



2023 campus seminar
二零二三年校園宣講會現場

In terms of working hours and holidays, the Group implemented a working hour system combining standard working hours with comprehensive working hours in accordance with the Meilan Airport Overtime Management Regulations (《美蘭機場加班管理規定》) and Meilan Airport Employee Leave Regulations (《美蘭機場員工請休假管理規定》) in combination with actual operational needs. Meanwhile, the Group provided paid annual leave superior to the national regulations, and other humanized vacation benefits. The Group provided female employees with maternity leave and breastfeeding leave stipulated by the state, while also provided other employees with paid leave such as accompanying leave and parental leave.

In terms of equal opportunities, diversity and anti-discrimination, the Group is committed to providing employees with a diverse and inclusive working environment and putting an end to any form of discrimination, regardless of their race, color, nationality, age, gender, marital status and religious beliefs.

七、關懷•營造溫暖職場

本集團堅持「以人為本」，致力為員工打造公平、安全且充滿關愛的職場環境。本集團充分保障員工的合法權益，完善培訓體系，並不斷優化人才發展路徑，助力員工實現個人價值。同時，本集團高度關注員工的身心健康，提供多元化的溝通平台和暖心關懷，以實現人才與企業的共同發展。

7.1 員工僱傭與權益

本集團通過社會招聘及校園招聘方式，為集團發展擴充人才隊伍。同時，本集團積極為退役軍人提供工作機會。截至二零二三年十二月，本集團累計引進退役軍人86名，並榮獲「海南省愛國擁軍模範單位」榮譽稱號。

在工時與假期方面，根據《美蘭機場加班管理規定》《美蘭機場員工請休假管理規定》，結合實際運營需要，本集團實行標準工時及綜合工時相結合的工時制度。同時，本集團提供優於國家規定的帶薪年休假，以及其他人性化的多種休假福利；女員工依法享有國家規定產假、哺乳假，普通員工享有陪護假、父母育兒假等帶薪假期。

在平等機會、多元化、反歧視方面，本集團不因員工的種族、膚色、國籍、年齡、性別、婚姻狀況、宗教信仰等因素影響錄用、薪酬及晉升等，致力為員工提供多元包容的工作環境，杜絕任何形式的歧視行為。

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In terms of remuneration and benefits, the Group has formulated standardized systems in overtime, attendance, leave, social security and provident fund in accordance with national laws and regulations, and adhered to the principles of work-based distribution, responsibility-based distribution, contribution-based distribution, post-based salary, salary change based on post change, and equal pay for the same post, so as to provide employees with fair and competitive remuneration and provide multi-level and diversified welfare protection.

- ✓ Provided “seven insurances and one provident fund” for employees, including five social insurances (endowment insurance, unemployment insurance, work injury insurance, medical insurance and maternity insurance), commercial supplementary medical insurance, employer’s liability insurance and housing provident fund;
- ✓ Provided physical examination, birthday activity fund, sick leave visit, wedding gift money and other special benefits.

In terms of talent echelon construction and promotion, the Group focused on “improving staff professional capability and contribution”, reformed and established a multi-channel career development system of “management + specialty + operation + consultant”. The Group comprehensively sorted out the role positioning requirements and qualification standards of each position rank, effectively divided the professional ability and post division contribution into the post system, and completed the selection of 58 assistant managers, 226 senior supervisors and 101 supervisors in 2023, striving for promotion, striving to improving organizational ability, meeting the Company’s strategic development needs, and boosting the employees’ career development and the Company’s business development.

7.2 Employee Training and Development

Focusing on “organizational empowerment and employee empowerment”, the Group established a talent system, issued the pioneering, embarking and sailing series talent development plans, selected 129 pioneering and embarking reserve talents, introduced 76 high-quality campus-recruited talents, completed the whole chain of selecting, educating and practicing for the pioneering and embarking talents. The Group integrated and forged talents’ political literacy, systematic thinking, team management and front-line practical ability, and took practical training projects as the starting point to launch 132 technology reward projects, 14 strategy and industry management research projects, and 68 process transformation and optimization projects, integrating business development and solving practical problems, and promoting the resonance and value symbiosis between the Group and the employees.

在薪酬福利方面，本集團根據國家法律法規，從加班、考勤、請休假、社保、公積金等各方面制定規範化制度，堅持按勞分配、按責分配、按貢獻分配、以崗定薪、崗變薪變、同崗同酬的原則，為員工提供公平而有競爭力的薪酬待遇，並提供多層次、多樣化的福利保障。

- ✓ 為員工辦理「七險一金」，包括五項社會保險「養老保險、失業保險、工傷保險、醫療保險、生育保險」、商業補充醫療保險、僱主責任險及住房公積金；
- ✓ 提供員工體檢、生日活動基金、病休探望、結婚禮金等多種特色福利。

在人才梯隊建設與人才晉升方面，本集團以「提升人員隊伍職業能力、職業貢獻」為核心，變革搭建「管理+專業+操作+顧問」多通道職業發展體系，全面梳理各職級角色定位要求與任職資格標準，切實將職業能力與崗位分工貢獻劃分嵌入職位體系，完成二零二三年度58名助理經理、226名資深主管、101名主管選拔，致力提升組織能力和滿足公司戰略發展需要，助推員工職業發展與公司經營發展雙贏。

7.2 員工培訓與發展

本集團以「組織賦能與員工賦能」為核心，搭建人才體系，出台領航、起航及揚帆系列人才發展計劃，選拔領航及起航預備人才129名、引進高素質校招人才76名，完成領航及起航人才選、育、戰全鏈條培養，整合塑造人才的政治素養、體系性思維、團隊管理和一線實戰能力，以人才培養實戰項目為抓手，推出揭榜掛帥項目132個、戰略與行業管理課題研究14個、流程改造優化課題68個，融合推動業務發展和解決實際問題，推動組織和個人同頻共振、價值共生。

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The Group actively strengthened training system construction, and adopted hierarchical training mode for cadres and employees at different levels. The trainings are categorized into new employee training, general skills training, management training, professional and technical training and qualification certification training.

During this year, the Group formulated and enforced the 2023 Implementation Plan of “Trainer-Course Co-construction” in Meilan Airport (《美蘭機場二零二三年「師課共建」實施方案》), and gradually strengthened the construction of the internal trainer system and the internal course development through standardized processes such as qualification screening, trial lecture evaluation and public appointment. In addition, the Group also organized four training sessions for internal trainer competence enhancement in 2023, so as to fully enhance the business internal training efficiency. As at December 2023, the Group had 451 internal trainers and 584 internal courses.

Meanwhile, the Group actively carried out various types of special training programs such as “Pioneering and Embarking” talent training plan, vocational skill certification examination, safety management personnel qualification training and examination, and promoted the all-round improvement of employees’ professional skills and comprehensive literacy, thus promoting talent development to resonate with the Group’s planning and development.

本集團積極加強培訓體系建設，針對不同層級幹部員工採用分層級培養模式，培訓類型分為新員工培訓、通用技能類培訓、管理類培訓、專業技術類培訓和資格認證類培訓。

本年度，本集團制定並執行《美蘭機場二零二三年「師課共建」實施方案》，通過資質篩查、試講評審、公示聘任等標準化流程，逐步加強集團內訓師體系建設和內部課程開發。此外，二零二三年度，本集團亦組織開展4期內訓師能力提升培訓，以充分增強部門業務的內訓效能。截至二零二三年十二月，本集團共有內訓師451名，內部課程584門。

同時，本集團通過積極開展「領航、起航」人才培養計劃、職業技能認定考試、安全管理人員資質培訓與考試等多類型的專項培養項目，促進員工專業技能和綜合素養的全方位提升，進而推動人才發展與集團規劃、發展同頻共振。



✿ The training site of the 2023 “Pioneering and Embarking” talent training plan and the group photo of graduating students
二零二三年「領航、起航」人才培養計劃培訓現場及結業學員合影

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7.3 Employee Health and Safety

Meilan Airport attaches great importance to employees' health and strives to provide employees with a safe and comfortable working environment. The Group has formulated special work plans, such as "Haikou Meilan International Airport Work Plan for Establishing a Healthy Enterprise in Hainan Province" (《海口美蘭國際機場創建海南省健康企業工作方案》) and "Three-year Action Plan for Healthy Meilan" (《「健康美蘭」三年行動方案》), and started from the various aspects such as health facilities management, health environment management, health service management, health action management, health culture education, to safeguard the employees' health and safety in all directions.

In addition, Meilan Airport has taken warm-hearted measures to protect the physical and mental health of front-line employees by building shared lounges, establishing and improving the staff's recuperation mechanism, and distributing summer and winter labor insurance supplies for employees.

7.3 員工健康與安全

美蘭機場高度重視員工健康，努力為員工提供安全舒適的工作環境。本集團製發《海口美蘭國際機場創建海南省健康企業工作方案》《「健康美蘭」三年行動方案》等專項工作方案，從健康設施管理、健康環境管理、健康服務管理、健康行動管理、健康文化教育等方面着手，力求全方位維護員工的健康與安全。

此外，美蘭機場亦通過打造共享休息室、建立健全職工療養機制、為員工發放夏冬季勞保用品等暖心舉措，切實守護一線員工的身心健康。



Case 案例 Shared lounges 共享休息室

In view of the high temperature, thunderstorm and other working environments that the station front-line operators may face, Meilan Airport has built shared lounges at seven stations, which is open 24-hour free of charge. The shared lounges are equipped with air conditioners, microwave ovens, refrigerators, water dispensers, sockets, seats, vending machines and other equipment and facilities, so as to ensure that the apron workers feel "cool in summer and warm in winter" and have the break time.

針對站坪一線作業人員可能面臨的高溫、雷雨等作業環境，美蘭機場在7個站坪點位建設共享休息室，並實行24小時免費開放。共享休息室內配備空調、微波爐、冰箱、飲水機、插座、座椅、自動售貨機等設備設施，以保證作業人員「夏有清涼、冬有溫暖」，為機坪作業職工的工間休息做好保障。



Shared lounge site
共享休息室現場

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7.4 Employee Communication and Care

The Company values democratic management and employee communication, and listens attentively to their voices. The trade union adheres to the company affair disclosure system with the workers' congress as the main body and other forms as supplements, strive to explore the democratic management mode under the new situation, and earnestly safeguard the rights of employees for democratic participation and supervision. Meanwhile, the Company actively convened the workers' congress through both online and offline methods, fully listened to the employees' opinions and suggestions, and strived to promote exchanges between the Company and employees.

The Company actively cared for employees' work and life, and organizes various cultural and sports, parenting and social activities to relieve employees' work pressure, enrich cultural life and help employees achieve work-life balance. Meanwhile, the Company further enhanced employees' sense of acquisition and belonging, and improved employees' satisfaction and cohesion by providing convenience and subsidies, carrying out greeting activities and strengthening women's care.

7.4 員工溝通與關懷

本公司注重民主管理與員工溝通，用心聆聽員工心聲。本公司工會堅持以職工代表大會為主體，其他形式為補充的司務公開制度，努力探索新形勢下企業民主管理方式，切實維護員工的民主參與、民主監督的權利。同時，本公司通過線上線下相結合的方式積極召開職工代表大會，充分聽取員工的意見與建議，致力促進公司與員工之間的交流。

本公司積極關愛員工的工作與生活，通過組織形式多樣的文體活動、親子活動和聯誼活動等，舒緩員工工作壓力，豐富文化生活，幫助員工實現工作生活平衡。同時，本公司通過提供生活便利與補貼、開展慰問活動和加強女性關懷等措施，進一步增強員工的獲得感與歸屬感，並提升員工滿意度與凝聚力。



✿ Basketball court
籃球場



✿ Gym
健身房



✿ Women's Day activities on March 8th
三八婦女節活動



✿ Employee shuttle bus
員工班車

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8. COOPERATION FOR A BETTER FUTURE

The Company firmly believes that strengthening cooperation can achieve mutual benefit and win-win results. The Company continuously standardizes the procurement standards and processes, strengthens the control of environmental and social risks of suppliers, and strives to promote sunshine procurement and build a sustainable supply chain. Meanwhile, the Company actively participates in industry exchanges and cooperation, promotes the integration of superior resources, and helps the high speed industry development.

8.1 Forge a Sustainable Supply Chain Supplier Management Process

The Company has formulated and implemented internal regulations such as Detailed Management Rules for the Procurement Management Committee (《採購管理委員會管理實施細則》), Management Regulations on Engineering, Goods and Services (《工程、貨物及服務採購管理規定》), and Management Implementation Measures for Engineering, Goods and Services (《工程、貨物及服務採購管理實施辦法》), defined the relevant mechanisms of supplier access, evaluation and elimination, and comprehensively managed suppliers from the aspects of supplier sourcing, supplier list access, warehousing, inspection, performance rating and grading, and supplier list erasure, so as to ensure supplier quality and promote fair competition.

八、同行•奔赴美好未來

本公司深信加強合作才能實現互利共贏。本公司持續規範採購標準與流程，加強供應商的環境及社會風險把控，並努力推行陽光採購，致力於打造可持續的供應鏈。同時，本公司積極參與行業交流與合作，推動優勢資源整合，助力行業高速發展。

8.1 打造可持續供應鏈 供應商管理流程

本公司制定並執行《採購管理委員會管理實施細則》《工程、貨物及服務採購管理規定》《工程、貨物及服務採購管理實施辦法》等內部規定，明確供應商准入、評估和淘汰的相關機制，從供應商尋源、分類、入庫、考察、履約評級和分級、出庫等方面全方位管理供應商，以保供應商質量並促進公平競爭。

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Supply Chain Environment and Social Risk Management

The Company values the environmental and social risk management and control in the supply chain, puts forward relevant requirements in suppliers' social responsibility and environmental performance, and is committed to promoting suppliers' capability to perform ESG duties and growing together with suppliers.

供應鏈環境及社會風險管理

本公司重視供應鏈中的環境與社會風險管控，對供應商的社會責任和環保表現提出相關要求，致力於推動供應商提升ESG履責能力，並攜手供應商共同成長。

Check the violation records on the national platforms

We check whether the supplier is included in the list of dishonest persons subject to enforcement or the subject of major tax violations or serious government procurement violations in the "Credit China" website. Meanwhile, we check whether the supplier is included in the list of serious illegal and dishonest enterprises in the National Enterprise Credit Information Publicity System.

檢查國家平台上的違規記錄

檢查供應商在「信用中國」網站中是否被列入失信被執行人名單或重大税收违法失信主體或政府採購嚴重違法失信；同時，檢查供應商是否在國家企業信用信息公示系統中被列入嚴重違法失信企業名單。

Investigate the ISO system certifications

We investigate the supplier's ISO9001 quality management system certification, ISO14001 environmental management system certification of and ISO45001 occupational health and safety management system certification of, and require them to provide relevant certification materials.

ISO體系認證考察

對供應商的ISO9001質量管理體系認證、ISO14001環境管理體系認證、ISO45001職業健康安全管理体系認證等認證情況進行考察，要求其提供相關證明材料。

Investigate occupational health and supplier labor relations

We inspect the suppliers' records of paying social security funds, and require them to provide relevant certificates.

供應商職業健康、勞工關係因素考察

考察供應商依法繳納社會保障資金的良好記錄，並要求其提供相關社保繳納證明。

Implement green procurement

We implement green procurement standards and actively purchase products that meet the national energy conservation and environmental protection policies.

推行綠色採購

實行綠色化採購標準，積極採購符合國家節能環保政策的產品。

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In addition, Meilan Airport adheres to the procurement principle of “fairness, justice and openness”, constantly strengthens the incorruptibility management of suppliers, puts an end to any form of embezzlement, bribery and corruption, and strives to build a responsible supply chain. At present, the Company adopts the following key measures to promote sunshine procurement:

此外，美蘭機場遵循「公平、公正、公開」的採購原則，不斷加強供應商的廉潔管理，杜絕任何形式的貪污、賄賂及腐敗行為，竭力打造負責任的供應鏈。目前，本公司促進陽光採購的重點舉措如下：

Establish a post-evaluation mechanism for bidding projects and implement suppliers negative list management.

建立招標項目後評估機制，實施供應商負面清單管理。

Expand the bidding information distribution channels, publish bidding information through cloud procurement management platform, Meilan Airport official website, WeChat official account and other media to attract more potential suppliers to participate in bidding and reduce the supplier corruption space.

擴大招標信息發佈渠道，通過雲採購管理平台、美蘭機場官網、微信公眾號等媒介公佈招標信息，吸引更多潛在供應商參與投標，壓縮供應商腐敗空間。

By publishing the ways of complaint reporting of letters and visits, we encourage suppliers to provide corruption clues in bidding work, and form an effective supervision mechanism to prevent corruption propagation.

通過公佈信訪投訴舉報方式，鼓勵供應商提供招標工作腐敗線索，形成有效監督機制，進而防止腐敗滋生。

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8.2 Promoting Industry Development

While paying attention to its own development, Meilan Airport has not forgotten to participate in industry exchange activities to actively expand friendly and cooperative relations with its counterparts at home and abroad, and constantly explored new business cooperation modes, aimed at achieving mutual benefit and promoted rapid industry development.

8.2 促進行業發展

美蘭機場在關注自身發展的同時，亦不忘參與行業交流活動，積極拓展與國內外同行的友好合作關係，並不斷探索新的商業合作模式，旨在實現互惠互助，推動行業高速發展。



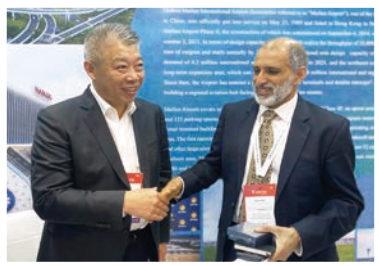
Case 案例

Attending the 28th World Route Development Conference

參加第二十八屆世界航線發展大會

In October 2023, the 28th World Route Development Conference was held in Istanbul Turkey. Mr. Wang Hong, the chairman of the Company, led a team to attend the conference, had friendly exchanges with delegates from all over the world, and reached a memorandum of cooperation with Cambodia Airlines and Auckland Airport, so as to strengthen industry cooperation and help plan the future route network layout.

二零二三年十月，第二十八屆世界航線發展大會於土耳其伊斯坦布爾舉辦。本公司董事長王宏先生帶隊參會，與來自全球的參會代表友好交流，並與柬埔寨航空公司、奧克蘭機場達成簽署合作備忘錄，以此加強行業合作並助力美蘭機場規劃未來航線網絡佈局。



✿ Exchange site
交流現場



✿ Group photo of participants
參會人員合影留念

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9. DEDICATION AND CONTRIBUTION FOR A HARMONIOUS SOCIETY

The Company conscientiously fulfills its corporate social responsibility and makes every effort to contribute to the harmonious society construction. Meilan Airport actively responded to the national rural revitalization strategy, carried out point-to-point assistance, and increased assistance to rural infrastructure construction, enhanced the endogenous rural development power. Meanwhile, Meilan Airport never forgot to support charitable causes, and continued to participate in voluntary service and blood donation activities to convey warmth and positive energy to the society.

9.1 Help rural revitalization

The Company pays close attention to rural development, and fully supports the rural revitalization and construction of Liangfeng Village in Wenchang City through various ways, such as donating, optimizing the rural environment, building villagers' toilets, providing villagers with employment opportunities, helping the lonely elderly, and expanding the agricultural product sales.

Carried out targeted donation and assistance

In March 2023, the Chairman of the Company led a team to visit the assistance families in Liangfeng Village to offer greetings and distribute materials. Meanwhile, the Company donated table-tennis tables, walking aids for the elderly and other supporting materials to Liangfeng Village to improve their living conditions.

開展定點捐贈幫扶

二零二三年三月，本公司董事長率隊前往良豐村幫扶戶家中進行慰問，並發放慰問物資；同時，本公司向良豐村捐助乒乓球桌、老年行走輔助器等幫扶物資，以改善村民的生活條件。



Invested in the construction of floodgates and channel dredging of flood discharge ditches in Liangfeng Village

During this year, the Company invested RMB100,000 for the construction of floodgates and dredging renovation in Liangfeng Village, which effectively solved the irrigation difficulty with production water and seawater intrusion prevention problem, and improved the Liangfeng Village appearance.

出資修建良豐村排洪溝渠水閘門及渠道清淤

本年度，本公司出資人民幣10萬元用於良豐村修建排洪溝渠水閘門及清淤改造，有效解決生產用水灌溉以及防海水倒灌等問題，並提升良豐村村容村貌。



九、奉獻•共創和諧社會

用心履行企業社會責任，竭力為和諧社會建設貢獻力量是本公司應盡的義務。美蘭機場積極響應國家鄉村振興戰略，開展對口幫扶工作，並加大對鄉村基礎設施建設的援助，以增強鄉村發展的內生動力。同時，美蘭機場不忘支持公益慈善事業，持續參與志願服務活動和獻血活動，向社會傳遞溫暖與正能量。

9.1 助力鄉村振興

本公司密切關注鄉村發展，通過捐贈幫扶、優化農村環境、援建村民衛生間、解決村民就業、幫扶孤寡老人、拓寬農產品銷路等多種方式，全面支持文昌市良豐村的鄉村振興建設。

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Helped needy households build toilets

During this year, the Company invested RMB13,000 to help the poor household, who are nearly eighty years old in Liangfeng Village, build toilets, and effectively improve their living environment quality.

幫助困難戶修建衛生間

本年度，本公司出資人民幣1.3萬元幫助良豐村年近八旬的特困戶修建衛生間，切實提升特困戶的人居環境質量。



Promoted branch party building and co-construction

In May 2023, the first Party branch under the General Party Branch of Meilan Airport security checkpoint signed an agreement on party building and co-construction with the Party branch of Liangfeng Village, which clearly included seven co-construction contents, such as launching a theme party day, assisting the agricultural and sideline product sales, and donating money to the elderly, and assisted the Liangfeng Village Party branch in establishing and improving the party member activity room, so as to strengthen the grass-roots party organization construction and effectively help Liangfeng Village solve the difficulties.

推進支部黨建共建

二零二三年五月，美蘭機場安全檢查站黨總支下屬第一黨支部與良豐村黨支部簽訂黨建共建協議，明確包括開展主題黨日、協助農副產品銷售、孤寡老人捐助等七項共建內容，並協助良豐村黨支部建立、完善黨員活動室，以加強基層黨組織建設為契機，切實為良豐村解決困難。



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9.2 Enthusiasm for Charity

Meilan Airport insists on integrating the Group's own development with the social responsibility practice, actively carries out various charitable activities such as voluntary service and unpaid blood donation, and is committed to promoting harmonious society development.

Carry Out Volunteer Activities

During this year, Meilan Airport Youth League Committee joined forces with various units and colleges to establish the Meilan Airport Volunteer Alliance, and further strengthened the Meilan Airport volunteer service force with the "fixed + support" volunteer service model. Meanwhile, Meilan Airport carried out the normalized terminal volunteer service, Boao Forum for Asia and the third China International Consumer Goods Expo, and took the International Volunteer Day as an opportunity, to roll out the school-enterprise cooperation voluntary alliance action, AIDS prevention and publicity activities, and the special action of "Caring for migratory birds" to convey love and care to the society and show the responsibility and undertaking to promote social harmony and progress. During this year, the number of employees participating in voluntary activities of Meilan Airport reached 5,420, and the total time of participating in support activities was 110,343 hours.

9.2 熱心公益慈善

美蘭機場堅持將集團自身發展與踐行社會責任融為一體，積極開展志願服務和無償獻血等各類公益慈善活動，致力於促進社會和諧發展。

開展志願者活動

本年度，美蘭機場團委與各單位、院校對接，建立美蘭機場志願者大聯盟，以「固定+支援」志願服務模式進一步強化美蘭機場志願服務力量。同時，美蘭機場通過開展航站樓常態化志願服務、博鰲亞洲論壇及第三屆中國國際消費品博覽會志願服務，以國際志願者日為契機，開展校企合作志願聯盟行動、艾滋病防治宣傳活動、「關愛候鳥」專項行動等向社會傳遞愛心與關懷，展現企業促進社會和諧進步的責任與擔當。本年度，美蘭機場參與志願活動的員工達5,420人次，參與支援活動的總時長為110,343小時。



Case 案例

School-enterprise cooperation volunteer alliance action 校企合作志願聯盟行動

In order to cope with the passenger throughput increase and the earlier boarding closing time, Meilan Airport cooperated with Hainan Vocational College of Political Science and Law to carry out voluntary service alliance action, providing voluntary services such as guidance and assistance to passengers in the form of corporate volunteers + university volunteers, and making efforts to improve their travel experience. During this year, the action provided services to more than 1,350 passengers.

為應對旅客吞吐量提升和航班截載時間提前的狀況，美蘭機場與海南政法職業學院合作開展志願服務聯盟行動，以企業志願者+高校志願者的形式進行旅客幫扶工作，為旅客提供指引、協助等志願服務，着力提升旅客出行體驗。本年度，該行動共計為1,350餘名旅客提供服務。



Group photo of volunteer alliance action
志願聯盟行動合照

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Participated in Blood Donation Activities

In order to carry forward the selfless dedication spirit, Meilan Airport continued to carry out blood donation activities, and actively contacted Hainan Blood Center to organize cadres and employees to actively participate in blood donation and contribute to social welfare undertakings with practical actions in 2023. During this year, 263 employees of Meilan Airport participated in blood donation, with a total of 65,100 ml of blood donated.

參與獻血活動

為弘揚無私奉獻精神，二零二三年，美蘭機場繼續開展無償獻血活動，通過主動與海南省血液中心聯繫，組織各幹部員工積極參與獻血，用實際行動為社會公益事業貢獻力量。本年度，美蘭機場參與獻血員工達263人，共計獻血65,100毫升。



✚ Blood donation activities site
獻血活動現場

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ENVIRONMENTAL PERFORMANCE

A1 Emissions

General Disclosure

The Company strictly abides by the Environmental Protection Law of the People's Republic of China (《中華人民共和國環境保護法》), the Water Pollution Prevention Law of the People's Republic of China (《中華人民共和國水污染防治法》), the Air Pollution Prevention Law of People's Republic of China (《中華人民共和國大氣污染防治法》), the Law on the Prevention and Control of Environmental Pollution by Solid Wastes (《固體廢物污染環境防治法》) and other laws and regulations, and implements internal systems such as the Meilan Airport Carbon Emission Management Regulations (《美蘭機場碳排放管理規定》) to continuously improve energy management.

A1.1 Types of emissions and respective emission data

Index 指標名稱	Unit 單位	Figures in 2023 二零二三年數值	Figures in 2022 二零二二年數值
Nitrogen oxides 氮氧化物	Tons 噸	22.50	26.90
Sulfur oxides 硫氧化物	Tons 噸	0.01	0.11

During the Reporting Period, the Group's particulate emissions were 2.87 tons.

Nitrogen oxides, sulfur oxides and particulate matter emissions are mainly derived from the use of vehicles of Meilan Airport and the emission factors are determined with reference to the "Reporting Guidance on Environmental KPIs" published by the Hong Kong Stock Exchange and the Technical Guidelines for the Compilation of Air Pollutant Emissions Inventory of Non-road Mobile Source (Trial) (《非道路移動源大氣污染物排放清單編製技術指南(試行)》) published by the Ministry of Ecology and Environment of China.

環境績效

A1 排放物

一般披露

本公司嚴格遵守《中華人民共和國環境保護法》《中華人民共和國水污染防治法》《中華人民共和國大氣污染防治法》《固體廢物污染環境防治法》等法律法規，執行《美蘭機場碳排放管理規定》等內部制度，不斷完善能源管理工作。

A1.1 排放物種類及相關排放數據

報告期內，本集團排放顆粒物為2.87噸。

氮氧化物、硫氧化物、顆粒物排放主要產自美蘭機場車輛使用，排放系數主要參考香港聯交所《環境關鍵績效指標匯報指引》及中國生態環境部發佈的《非道路移動源大氣污染物排放清單編製技術指南(試行)》。

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A1.2 Direct (Scope 1) and energy indirect (Scope 2) greenhouse gas emissions (in tonnes) and, where appropriate, intensity (e.g. per unit of production volume, per facility)

A1.2 直接「範圍1」及能源間接「範圍2」溫室氣體排放量「以噸計算」及「如適用」密度「如以每產量單位、每項設施計算」

Index 指標名稱	Unit 單位	Figures in 2023 二零二三年數值	Figures in 2022 二零二二年數值
Total greenhouse gas emissions "Scope 1 + Scope 2" 溫室氣體排放總量「範圍1+範圍2」	Tonnes CO ₂ e 噸二氧化碳當量	70,196.98	60,554.39
Scope 1 greenhouse gas emissions "direct greenhouse gas emissions" 範圍1溫室氣體排放量「直接溫室氣體排放」	Tonnes CO ₂ e 噸二氧化碳當量	2,114.76	1,860.92
Scope 2 greenhouse gas emissions "indirect greenhouse gas emissions" 範圍2溫室氣體排放量「間接溫室氣體排放」	Tonnes CO ₂ e 噸二氧化碳當量	68,082.22	58,693.47
Total greenhouse gas emissions include Scope 1 greenhouse gas emissions and Scope 2 greenhouse gas emissions;		溫室氣體排放總量包括範圍1溫室氣體排放量及範圍2溫室氣體排放量；	
Scope 1 greenhouse gas emissions are derived from the use of diesel and gasoline. The energy emission factors refer to the Guidelines for Accounting Methods and Reporting of Greenhouse Gas Emissions by Chinese Civil Aviation Enterprises (Trial) (《中國民用航空企業溫室氣體排放核算方法與報告指南(試行)》) published by National Development and Reform Commission;		範圍1 溫室氣體排放量產自柴油、汽油使用，能源排放系數參考中國國家發展和改革委員會發佈的《中國民用航空企業溫室氣體排放核算方法與報告指南(試行)》；	
Scope 2 greenhouse gas emissions are derived from purchased electricity. The greenhouse gas emission factors of purchased electricity refer to the 2022 average emission factor of the national grid released by the Ministry of Ecology and Environment of China.		範圍2 溫室氣體排放量產自外購電力，外購電力的溫室氣體排放系數參考中國生態環境部發佈的二零二二年度全國電網平均排放因子。	

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A1.3 Total hazardous waste produced (in tonnes) and, where appropriate, intensity (e.g. per unit of production volume, per facility)

A1.3 所產生有害廢棄物總量「以噸計算」及「如適用」密度「如每產量單位、每項設施計算」

Index 指標名稱	Unit 單位	Figures in 2023 二零二三年數值	Figures in 2022 二零二二年數值
Used engine oil 廢機油	Tons 噸	11.56	5.92
Used tires 廢舊輪胎	Tons 噸	10.61	12.97
Used storage battery 廢電瓶	Tons 噸	8.09	3.71
Hazardous waste emission intensity 有害廢棄物排放密度	Tons/RMB100 million 噸/億元人民幣	1.45	1.98

The Company determined hazardous waste according to the Environmental Protection Law of the People's Republic of China(《中華人民共和國環境保護法》) and the Law of the People's Republic of China on the Prevention and Control of Environmental Pollution by Solid Waste (《中華人民共和國固體廢物污染環境防治法》). The waste generated from business operations mainly included used tires, used engine oil and used storage battery, etc.

本公司根據《中華人民共和國環境保護法》《中華人民共和國固體廢物污染環境防治法》對有害廢棄物進行判定，業務運營產生的廢棄物主要包括廢舊輪胎、廢機油、廢電瓶等。

A1.4 Total non-hazardous waste produced (in tonnes) and, where appropriate, intensity (e.g. per unit of production volume, per facility)

A1.4 所產生無害廢棄物總量「以噸計算」及「如適用」密度「如每產量單位、每項設施計算」

Index 指標名稱	Unit 單位	Figures in 2023 二零二三年數值	Figures in 2022 二零二二年數值
Non-hazardous waste 無害廢棄物	Tons 噸	7,429.72	3,724.59
Non-hazardous waste emissions intensity 無害廢棄物排放密度	Tons/RMB100 million 噸/億元人民幣	356.23	856.36

Non-hazardous waste generated from the Company's operations mainly included the domestic garbage and airplane garbage. The Company actively carried out waste classification, and the waste collected by the Company was handed over to a third-party professional organization for treatment.

本公司運營產生的無害廢棄物主要包括生活垃圾和機上垃圾。本公司積極開展垃圾分類工作，經統一收集的垃圾交由第三方專業機構進行處理。

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A1.5 Description of emissions target(s) set and steps taken to achieve them

In terms of emissions, the Company has set up a goal of achieving an 3% decrease in carbon dioxide emissions of annual average per passenger by 2026.

In order to achieve the above emission targets, the Company continued to promote energy conservation and emission reduction through a series of measures such as improving the utilization rate of new energy vehicles, accelerating the construction of charging piles, refined control and optimization of central air-conditioners, lighting control, introducing the remote control system of central air-conditioners, energy-saving systems, replacing energy-saving lamps, carrying out energy-saving transformation of equipment, and optimizing operation control. For details, please refer to section headed "6. Green and sustainability".

A1.6 Description of how hazardous and non-hazardous wastes are handled, and a description of reduction target(s) set and steps taken to achieve them

The Company has formulated and implemented the Work Plan for Domestic Waste Classification and Reduction of Haikou Meilan International Airport (《海口美蘭國際機場生活垃圾分類與減量工作方案》), improved the establishment of a waste treatment system for classification and placement, classification and collection, and classification and transportation and actively promoted waste classification. The Company has set up classification collection containers, built waste classification roofs and other infrastructure, actively carried out waste classification publicity, promoted plastic ban actions and created a good atmosphere in the field. The Company will strengthen waste front-end disposal, sort and transfer waste to avoid the mixing of sorted waste at the middle-end and ensure proper waste sorting and storage at the end, properly carry out waste sorting, strengthen the effectiveness of sorting, and continue to recycle and reuse kitchen waste, recyclables and other resources. At the same time, hazardous wastes such as used tires, used engine oil and used storage batteries were collected and centrally managed by the Company and handed over to third-party professional institutions for harmless treatment to avoid adverse impacts on the ecological environment.

The waste reduction target set by the Company is to increase the proportion of recyclable waste and kitchen waste to 1.5% of the total waste, and strengthen the effectiveness of resource recycling in 2026. Firstly, the Company will advocate passengers and employees to choose green and low-carbon travel methods, and practice paperless office and green office to reduce domestic and office waste and promote the construction of "waste-free airport". Secondly, the Company will continue to actively promote waste recycling, aiming to reduce the amount of waste generated, so as to promote the achievement of waste reduction targets.

A1.5 描述所訂立的排放量目標及為達到目標採取的步驟

本公司訂立的排放量目標為：截至二零二六年，年平均單位旅客二氧化碳排放量下降3%。

為達到以上排放量目標，本公司通過提高新能源車的使用率、加快充電樁建設、中央空調精細化操控與優化、照明控制、引進中央空調遠程控制系統、節能系統、更換節能燈具、對設備進行節能改造、優化運行控制等一系列措施持續推進節能減排。具體內容詳見章節「六、綠色●注入永續活力」。

A1.6 描述處理有害及無害廢棄物的方法，及描述所訂立的減廢目標及為達到這些目標採取的步驟

本公司制定並執行《海口美蘭國際機場生活垃圾分類與減量工作方案》，完善建立分類投放、分類收集、分類運輸的垃圾處理體系，積極開展垃圾分類工作推進，通過設置分類收集容器、建設垃圾分類屋等基礎設施，同時積極開展垃圾分類宣傳、推進禁塑行動，營造場區良好氛圍，加強垃圾前端處置；中端做好分類駁、轉運，避免已分類好的垃圾混放；末端做好垃圾分類存儲，適當開展垃圾分揀，強化分類實效，持續不斷做好廚餘垃圾、可回收物等資源回收再利用。同時，對於舊輪胎、廢機油、廢電瓶等有害廢棄物，本公司進行統一回收及集中管理並交由第三方專業機構進行無害化處理，避免對生態環境產生不良影響。

本公司訂立的減廢目標為：二零二六年，公司將可回收垃圾、廚餘垃圾佔總廢棄物的比例提高至1.5%，強化資源回收利用實效。本公司一是倡導旅客和員工選擇綠色低碳的出行方式，並踐行無紙化辦公、綠色辦公，以減少生活及辦公垃圾，推行「無廢機場」建設；二是持續積極推行廢棄物循環利用，旨在降低廢物產生量，以此促進減廢目標實現。

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A2 Use of Resources

General Disclosure

The Company strictly abides by the laws and regulations such as the Energy Conservation Law of the People's Republic of China (《中華人民共和國節約能源法》), the Promotion Law of the People's Republic of China on Cleaner Production (《中華人民共和國清潔生產促進法》), the Water Law of the People's Republic of China (《中華人民共和國水法》), and Quality of Recycled Urban Wastewater for Landscape (《城市污水再生利用景觀環境用水水質》), formulates and implements internal systems such as the Meilan Airport Energy Conservation and Emission Reduction Regulations (《美蘭機場節能減排管理規定》) and the Business Notice on Energy Conservation and Consumption Reduction in Meilan Airport (《關於美蘭機場節能降耗的業務通告》), actively strengthens the management of energy conservation and emission reduction, and improves the efficiency of energy use.

A2.1 Direct and/or indirect energy consumption by type (e.g. electricity, gas or oil) in total and intensity (e.g. per unit of production volume, per facility)

Index 指標名稱	Unit 單位	Figures in 2023 二零二三年數值	Figures in 2022 二零二二年數值
Direct energy consumption 直接能源耗量	Tons (standard coal) 噸(標準煤)	1,002.60	882.86
Intensity of direct energy consumption 直接能源耗量密度	Kg (standard coal)/person 千克(標準煤)/人次	0.04	0.08
Indirect energy consumption 間接能源耗量	Tons (standard coal) 噸(標準煤)	14,671.76	13,685.12
Intensity of indirect energy consumption 間接能源耗量密度	Kg (standard coal)/person 千克(標準煤)/人次	0.60	1.23

Direct energy consumption includes the total energy consumption generated by gasoline and diesel. Indirect energy consumption is the energy consumption generated by purchased electricity. Standard Coal Coefficient refers to the GB2589-2020 General Principles for Calculation of Comprehensive Energy Consumption (《GB2589-2020綜合能耗計算通則》) issued by China State Administration for Market Regulation and Standardization Administration.

A2 資源使用

一般披露

本公司嚴格遵守《中華人民共和國節約能源法》《中華人民共和國清潔生產促進法》《中華人民共和國水法》《城市污水再生利用景觀環境用水水質》等法律法規，制定並執行《美蘭機場節能減排管理規定》《關於美蘭機場節能降耗的業務通告》等內部制度，積極加強節能減排管理，並提升能源使用效率。

A2.1 按類型劃分的直接/或間接能源「如電、氣或油」總耗量及密度「如以每產量單位、每項設施計算」

直接能源耗量包括汽油、柴油產生的能源消耗總量。間接能源耗量為外購電力產生的能源消耗量。折標煤系數參考中國國家市場監督管理總局和國家標準化管理委員會發佈的《GB2589-2020綜合能耗計算通則》。

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A2.2 Water consumption in total and intensity (e.g. per unit of production volume, per facility)

A2.2 總耗水量及密度「如以每產量單位、每項設施計算」

Index 指標名稱	Unit 單位	Figures in 2023 二零二三年數值	Figures in 2022 二零二二年數值
Total water consumption 總耗水量	Ten thousand tons 萬噸	288.23	290.97
Water consumption per capita 人均耗水「耗水密度」	Ton/capita 噸/人次	0.12	0.26

Total water consumption includes municipal water and well water.

總耗水量包含市政用水和井水。

A2.3 Description of energy use efficiency target (s) set and steps taken to achieve them

The energy efficiency target set by the Company is: as of 2026, the overall energy consumption of annual average per passenger will be reduced by 3%.

During this year, the Company comprehensively improved energy utilization efficiency and reduced energy consumption through a series of measures such as refined control and optimization of central air conditioners, lighting control, introduction of central air-conditioning remote control system, energy-saving system, replacement of energy-saving lamps, energy-saving renovation for equipment, and optimization of operation control. For details, please refer to "6. Green and Sustainability" in this chapter.

A2.3 描述所訂立的能源使用效益目標及為達到這些目標所採取的步驟

本公司訂立的能源效益目標為：截至二零二六年，年平均單位旅客綜合能耗下降3%。

本年度，本公司通過中央空調精細化操控與優化、照明控制、引進中央空調遠程控制系統、節能系統、更換節能燈具、對設備進行節能改造、優化運行控制等一系列措施全面提升能源利用效率並減少能源消耗。具體內容詳見章節「六、綠色●注入永續活力」。

A2.4 Description of whether there is any issue in sourcing water that is fit for purpose, water efficiency target (s) set and steps taken to achieve them

The water used in the Company's operations mainly comes from the municipal pipelines and reclaimed water recycling. During this year, the Company did not have any problem in sourcing water that is fit for purpose.

The water efficiency target set by the Company is: as of 2026, the overall water consumption per capita will be reduced by 3%.

By actively promoting the recycling of reclaimed water, strictly controlling the phenomenon of "running, dripping and leaking" and strengthening water-saving publicity, the Company has achieved refined management of water resources and promoted the realization of water-saving goals.

A2.4 描述求取使用水源可有任何問題，以及所訂立的用水效益目標及未達到這些目標所採取的步驟

本公司運營中的用水主要來自市政管網及中水回收。本年度，本公司在求取適用水源上不存在任何問題。

本公司訂立的用水效益目標為：截至二零二六年，人均水資源使用量總體下降3%。

本公司通過積極推行中水回收、嚴格管控「跑冒滴漏」現象、加強節水宣傳等措施，實現水資源精細化管理，推動節水目標的實現。

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A2.5 Total packaging material used for finished products “in tons” and “if applicable” with reference to per unit produced

Name of indicator 指標名稱	Unit 單位	Figures in 2023 二零二三年數值	Figures in 2022 二零二二年數值
Commodity packaging materials 商品包裝材料	Ten thousand 萬個	87.92	26.63
Packaging material usage intensity 包裝材料使用密度	Tons/RMB100 million 噸/億元人民幣	30.43	63.29

During the Reporting Period, the Group’s commodity packaging materials were 634.65 tons.

Commodity packaging materials include commodity packaging cartons and packaging foam boxes of goods.

A2.5 製成品所用的包裝材料總量「以噸計算」及「如適用」每生產單位佔量

報告期內，本集團商品包裝材料為634.65噸。

商品包裝材料包含商品包裝紙箱和商品包裝泡沫箱。

A3 The Environment and Natural Resources

General Disclosure

The Company strictly abides by the Environmental Protection Law of the People’s Republic of China (《中華人民共和國環境保護法》), Law of the People’s Republic of China on Prevention and Control of Pollution from Environmental Noise (《中華人民共和國環境噪聲污染防治法》), the Environmental Standards for Aircraft Noise Around the Airport (《機場週圍飛機噪聲環境標準》) and other laws and regulations, actively fulfills the responsibility of protecting the environment and natural resources, and fully considers the possible impact on the surrounding environment, biodiversity and natural resources in the course of business operation.

A3.1 Description of the significant impacts of activities on the environment and natural resources and the actions taken to manage them

The significant impact of the Company’s business on the environment and natural resources may include noise pollution and the adverse impact of bird strike prevention work on birds.

In order to reduce noise pollution, the Company has adopted a number of effective measures to reduce the impact of airport noise on the surrounding environment: firstly, conducting noise inspections in key noise monitoring areas around the airport; secondly, putting the mobile noise monitor into use, and monitoring the aircraft noise around the airport once a week for one hour; thirdly, airlines are required to use Phase III aircraft models, and high-noise aircraft of Phase I and II (models manufactured before 1980) are strictly prohibited to minimize the impact of aircraft noise; fourthly, Meilan Airport has formulated and used noise reduction operating procedures for takeoffs and landings. The relevant noise reduction procedures have been included in the Airport Use Detailed Rules (《機場使用細則》) and published to the public. Pilots are automatically broadcast through broadcasts, requiring pilots to strictly implement noise reduction procedures for takeoffs and landings.

The Company strives to find a balance between bird strike prevention and bird protection, and actively carries out the protection and rescue work of precious birds by cooperating with civil animal protection organizations in Hainan Island. As of December 2023, Meilan Airport has helped a total of 63 birds under national second-class protection, contributing to the maintenance of ecological balance.

A3 環境及天然資源

一般披露

本公司嚴格遵守《中華人民共和國環境保護法》《中華人民共和國環境噪聲污染防治法》《機場週圍飛機噪聲環境標準》等法律法規，積極履行對環境和天然資源的保護責任，在業務運營過程中充分考量對週邊環境、生物多樣性及天然資源可能造成的影響。

A3.1 描述業務活動對環境及天然資源的重大影響及已採取管理有關影響的行動

本公司業務對環境及天然資源的重大影響可能包括噪聲污染及鳥擊防範工作對鳥類的不良影響。

為減少噪聲污染，本公司通過採取多項有效措施減少機場噪聲對週邊環境的影響：一是對機場週邊的噪聲監測重點區域開展噪聲巡查；二是投用移動式噪聲監測儀器，每週對機場週邊區域開展一次持續一小時的航空器噪聲監測；三是要求航空公司均使用第三階段飛機型號，嚴禁執行第一、第二階段（一九八零年前製造的機型）的高噪聲飛機，最大限度減少飛機噪聲影響；四是美蘭機場已制定並使用減噪操作程序起降，減噪程序已收錄於《機場使用細則》並對外公佈，並通過通波對飛行員進行自動廣播，要求飛行員嚴格執行減噪程序起降。

本公司努力尋找鳥擊防範和鳥類保護之間的平衡點，通過聯合海南本島的民間動物保護組織，積極開展珍稀鳥類保護救助工作。截至二零二三年十二月，美蘭機場累計救助63隻二級及以上保護鳥類，為維護生態平衡貢獻力量。

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A4 Climate Change

General Disclosure

In response to the national goal of “carbon peak and carbon neutrality”, the Company pays attention to domestic and foreign climate change-related policies in a timely manner, formulates and implements internal systems and emergency plans such as the Work Plan for Prevention and Response to Special Weather in Summer and Autumn Flight Season (《夏秋航季特殊天氣防範與應對工作方案》), the Business Notice for Flood and Wind Prevention Work Procedures (《防汛防風工作程序業務通告》), the Special Plan for Typhoon Prevention (《防颱專項預案》), the Special Plan for Flood Control (《防汛專項預案》) and the Special Plan for Handling Meteorological Disaster (《處置氣象災害專項預案》), actively carries out special weather response work, continuously improves the level of climate risk management, and grasps the risk opportunities of climate change.

A4.1 Description of the significant climate-related issues which have impacted, and those which may impact, the issuer, and the actions taken to manage them

With reference to the relevant recommendations of the Taskforce on Climate-Related Financial Disclosures (TCFD), the Company identifies and reports the climate risks that the Company may face, taking into account the characteristics of the industry, business operations, and climate disasters in the region. The climate risks and their potential impacts initially identified by the Company and the corresponding management measures are as follows:

Type 類型	Climate-related risks and impacts 氣候相關風險和影響	Countermeasures 應對措施
Physical risks 實體風險	Acute physical risk 急性實體風險 Including extreme weather such as typhoons, rainstorms, extreme high temperatures and floods. These risks may cause disruptions to the Group's operations, resulting in higher operating costs and lower revenue. 包括颱風、暴雨、極端高溫、洪災等極端天氣。這些風險可能造成集團的營運中斷，使運營成本增長，收入下降。	Formulate relevant internal systems and emergency plans for special weather such as typhoons and rainstorms, clarify the response methods for extreme weather, and regularly carry out flood control and wind prevention emergency drills to improve the ability to resist climate risks. 制定應對颱風、暴雨等特殊天氣的相關內部制度及應急預案，明確極端天氣的應對方法，並定期開展防汛防風應急演練，以提升氣候風險抵禦能力。
	Chronic physical risks 慢性實體風險 Including sea level rise, water shortage, average temperature rise, etc. For example, water shortage may increase the Company's operating costs or affect the normal operation of the business. 包括海平面上升、水資源短缺、平均升溫等。例如，水資源短缺可能造成本公司的運營成本提升，或影響業務正常運營。	In the course of business operation, the future impact of chronic physical risks on the business is considered, and strategies to deal with such climate risks are planned in advance. 在業務運營過程中，考慮慢性實體風險對業務的未來影響，提前規劃應對此類氣候風險的策略。

A4 氣候變化

一般披露

本公司響應國家「碳达峰、碳中和」目標，及時關注國內外氣候變化相關政策，制定並執行《夏秋航季特殊天氣防範與應對工作方案》《防汛防風工作程序業務通告》《防颱專項預案》《防汛專項預案》《處置氣象災害專項預案》等內部制度及應急預案，積極開展特殊天氣應對工作，不斷提升氣候風險管理水平，並把握氣候變化風險機遇。

A4.1 描述已影響及可能對發行人產生影響的重大氣候相關事宜，及應對行動

本公司參考《氣候變化相關財務信息披露工作組》(TCFD)的相關建議，並結合行業特性、業務運營情況、所在地區氣候災害情況等方面，對本公司可能面臨的氣候風險進行識別並報告。本公司初步識別的氣候風險及其潛在影響、對應的管理措施如下：

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Type 類型	Climate-related risks and impacts 氣候相關風險和影響	Countermeasures 應對措施
Transition risk 過渡風險	<p><i>Market risk</i> 市場風險</p> <p>In the context of climate change, customers may prefer services with more environmentally friendly attributes. Investors may also give priority to enterprises with strong climate risk resilience. Such market risks affect the Company's market share and operating income.</p> <p>在氣候變化的背景下，客戶可能會傾向於選擇更具環保屬性的服務。投資者可能亦會優先選擇氣候風險抵禦能力強的企業。這類市場風險影響本公司的市場份額和營業收入。</p>	<p>We actively strengthen energy, water and waste management, and adopt new green environmental protection technologies to improve service quality and provide passengers with green travel services.</p> <p>積極加強能源、水資源及廢棄物管理，並採用新型綠色環保技術以提升服務質量，為旅客提供綠色出行服務。</p>
	<p><i>Policy and legal risks</i> 政策及法律風險</p> <p>The environmental-related policies issued by the state or the CAAC are stricter. If the Company fails to carry out corresponding environmental protection and energy-saving measures or disclose corresponding information in a timely manner in accordance with the latest regulations and requirements, it may face compliance risks.</p> <p>國家或民航局出台的環境相關政策趨嚴，若本公司未及時按照最新規定和要求開展對應環保、節能舉措或披露相應信息，將可能面臨合規風險。</p>	<p>The Company will actively study and analyze the latest environmental protection policies or regulations issued by various departments, and timely sort out the terms that the Company needs to take countermeasures to reduce the risk of violations.</p> <p>積極研究及分析各部門發佈的最新環保政策或法規，及時梳理本公司需採取應對措施的條款，降低違規風險。</p>
	<p><i>Reputational Risk</i> 聲譽風險</p> <p>Stakeholders such as customers, employees, investors or partners pay more attention to the Company's response to climate change. If the Company lacks climate risk management capabilities, it will lead to a decline in external trust, which may have a negative impact on the Company's image.</p> <p>客戶、員工、投資者或合作夥伴等利益相關方更加關注本公司應對氣候變化的情況，若本公司缺乏氣候風險管理能力，將致使外部信任度下降，進而可能對本公司形象產生負面影響。</p>	<p>Through the Group's official account, official website, media and other channels, the Company publicized the effectiveness of the Company's ESG management, and exhibit the image of Meilan Airport in fulfilling its responsibilities for sustainable development to the public.</p> <p>通過集團公眾號、官網、媒體等渠道宣傳本公司的ESG管理成效，向外界展示美蘭機場的可持續發展履責形象。</p>

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SOCIAL PERFORMANCE

B1 Employment

General Disclosure

The Group strictly abides by the Labor Law of the People's Republic of China (《中華人民共和國勞動法》), the Labor Contract Law of the People's Republic of China (《中華人民共和國勞動合同法》) and the Law of the People's Republic of China on the Protection of Minors (《中華人民共和國未成年人保護法》) and other relevant laws and regulations. It also has formulated and implemented internal systems such as the regulations on the Management of Personnel Recruitment (《人員引進管理規定》), the Measures on the Management of Labor Contracts (《勞動合同管理辦法》), the Regulations on the Management of Rewards and Punishments (《獎懲管理規定》), and the Measures on the Management of Employee Recruitment and Resignation (《員工入離職管理辦法》), which clearly stipulate employment requirements such as recruitment, employment, salary and welfare, promotion, rewards and punishments, and entry and exit, to ensure that the whole process is legal, compliant and rule-based.

For details of the Group's practices or policies in respect of recruitment and dismissal, promotion, working hours and leave, equal opportunities, diversity, anti-discrimination, and remuneration and benefits, please refer to the section "7. A Workplace with Warm and Care".

B1.1 Total workforce by gender, employment type (for example, full- or parttime), age group and geographical region

Name of indicators 指標名稱		Unit 單位	Figures in 2023 二零二三年數值	Figures in 2022 二零二二年數值
Total number of employees 僱員總數		Individual 人	4,106	1,296
By gender 按性別劃分	Male 男性	Individual 人	2,817	794
	Female 女性	Individual 人	1,289	502
By type of employment 按僱傭類型劃分	Full time 全職	Individual 人	4,106	1,296
	Part-time 兼職	Individual 人	0	0
By geographical region 按地區劃分	Hainan Province 海南省	Individual 人	4,106	1,296
	Other areas 其他地區	Individual 人	0	0

社會績效

B1 僱傭

一般披露

本集團嚴格遵守《中華人民共和國勞動法》《中華人民共和國勞動合同法》《中華人民共和國未成年人保護法》等有關法律法規，制定並執行《人員引進管理規定》《勞動合同管理辦法》《獎懲管理規定》《員工入離職管理辦法》等內部制度，對招聘錄用、勞動用工、薪酬福利、招聘晉升、獎懲及人員入離職等僱傭相關要求作出明確規定，確保從人員引進到離職全流程合法合規、有章可循。

對於本集團在招聘與解僱、人才晉升、工時與假期、平等機會、多元化、反歧視、及薪酬福利等方面的執行慣例或政策，詳見章節「七、關懷•營造溫暖職場」。

B1.1 按性別、僱傭類型[如全職或兼職]、年齡組別及地區劃分的僱員總數

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During the Reporting Period, the Group adjusted the statistical range of each age group of employees, and the number of employees by age group after adjustment was 1,622 people aged 30 and below, 2,174 people aged 31-51 and 310 people aged over 50.

報告期內，本集團調整了僱員各年齡組的統計區間，調整後按年齡組別劃分的僱員數量：30歲及以下為1,622人；31-51歲為2,174人；50歲以上為310人。

B1.2 Employee turnover rate by gender, age group and geographical region

B1.2 按性別、年齡組別及地區劃分的僱員流失比率

Name of indicators 指標名稱		Unit 單位	Figures in 2023 二零二三年數值	Figures in 2022 二零二二年數值
Total employee turnover rate 僱員總流失率		% %	3.80	5.97
By gender 按性別劃分	Male 男性	% %	3.34	5.89
	Female 女性	% %	4.81	6.1
By geographical region 按地區劃分	Hainan Province 海南省	% %	3.80	5.97
	Other areas 其他地區	% %	0	0

During the Reporting Period, the Group adjusted the statistical range of employee turnover rates for each age group, and the employee turnover rate by age group after adjustment was 4.81% aged 30 and below, 2.53% aged 31-51 and 7.42% aged above 50.

報告期內，本集團調整了僱員流失比率各年齡組的統計區間，調整後按年齡組別劃分的僱員流失率：30歲及以下為4.81%；31-51歲為2.53%；50歲以上為7.42%。

Calculation standard for employee turnover ratio: employee turnover rate of a certain category = (number of employees lost in this category/number of employees in this category) * 100%.

僱員流失比率計算標準：某類別僱員流失率=(該類別僱員流失人數/該類別僱員人數)*100%。

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B2 Health and Safety

General Disclosure

The Group abides by the Law of the People's Republic of China on Safety in Production (《中華人民共和國安全生產法》), the Measures for the Implementation of the Fire Safety Responsibility System (《消防安全責任制實施辦法》), the Regulations on Emergency Response to Production Safety Accidents (《生產安全事故應急條例》), the Law of the People's Republic of China on the Prevention and Control of Occupational Diseases (《中華人民共和國職業病防治法》), the Measures for the Management of Occupational Health Examination (《職業健康檢查管理辦法》) and other laws and regulations. It has formulated and implemented internal policies such as the Working Plan for Haikou Meilan International Airport Creating a Healthy Enterprise in Hainan Province (《海口美蘭國際機場創建海南省健康企業工作方案》), the "Three-year Action Plan" for Healthy Meilan (《「健康美蘭」三年行動方案》), the Special Contingency Plan for Civil Aviation Emergency Control of Public Health Emergencies at Meilan Airport (《美蘭機場突發公共衛生事件民航應急控制專項應急預案》) and the Contingency Plan for Health Quarantine of Domestic Aviation Traffic at Meilan Airport (《美蘭機場國內航空交通衛生檢疫實施應急預案》) to strive to provide a safe working environment for its employees.

B2 健康與安全

一般披露

本集團遵循《中華人民共和國安全生產法》《消防安全責任制實施辦法》《生產安全事故應急條例》《中華人民共和國職業病防治法》《職業健康檢查管理辦法》等法律法規，制定並執行《海口美蘭國際機場創建海南省健康企業工作方案》《「健康美蘭」三年行動方案》《美蘭機場突發公共衛生事件民航應急控制專項應急預案》《美蘭機場國內航空交通衛生檢疫實施應急預案》等內部政策，力求為員工提供安全的工作環境。

B2.1 Number and rate of work-related fatalities occurred in each of the past three years including the reporting year

B2.1 過去三年「包括匯報年度」每年因工亡故的人數及比率

Name of indicators 指標名稱		Unit 單位	Figures 數值
Number of deaths related to work 因工作關係死亡人數	2023 二零二三年	Individual 人	0
	2022 二零二二年	Individual 人	0
	2021 二零二一年	Individual 人	0
Rate of deaths due to work 因工作關係死亡人數的比率	2023 二零二三年	% %	0
	2022 二零二二年	% %	0
	2021 二零二一年	% %	0

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B2.2 Lost days due to work injury

B2.2 因工傷損失工作日數

Name of indicators 指標名稱	Unit 單位	Figures in 2023 二零二三年數值	Figures in 2022 二零二二年數值
Lost days due to work injury 因工傷損失工作日數	Days 天	226	0

During the Reporting Period, the increase in the overall operation business volume of the Group led to an increase in the demand for employment, and the lost days due to work injury increased as compared with the previous year.

報告期內，本集團整體運營業務量增加導致用工需求增加，故因工傷損失工作日數較上一年度有所增加。

B2.3 Description of occupational health and safety measures adopted, and how they are implemented and monitored

The Group established the “Meilan Airport Public Health and Safety Management Committee” (美蘭機場公共衛生安全管理委員會) headed by the Chairman of the Company, and established a leading working group for the construction of healthy enterprises to build a “Healthy Meilan” characteristic service system and a full-time management team. At the same time, the Group formulated and implemented the Meilan Airport Tobacco Control Management Regulations (《美蘭機場控煙管理規定》) to continue to promote the construction of smoke-free units.

The Group developed a small program for employee health records by means of intelligent technology to achieve “one person, one record” registration of employee health records in the database. Meanwhile, the Group organizes at least one annual physical examination for all employees of the Company every year, and provides occupational health training such as pre-job health knowledge and emergency rescue knowledge for all employees.

The Group cooperated with Hainan Psychological Association to set up a psychological counseling hotline and an Employee Assistant Program (EAP) expert database, and invited six practicing psychological consultants from the association to provide professional mental health education, psychological counseling and psychological consultation for employees. The Group has also established 11 cultural and sports associations, including basketball, hiking, debate, painting and calligraphy, photography, music and dance, and equipped with facilities such as football field, basketball court, badminton court, stadium and billiards room to organize staff to carry out cultural and sports activities to improve their physical fitness. In addition, the Group launched the “Healthy Meilan” education science online column, and carried out health knowledge popularization and promotion with the help of thematic health education days such as “World First Aid Day” and “National Hypertension Day”.

B2.3 描述所採納的職業健康與安全措施，以及相關執行及監察方法

本集團成立以公司董事長掛帥的「美蘭機場公共衛生安全管理委員會」，並下設健康企業建設領導工作組，打造「健康美蘭」特色服務體系與專職管理團隊，同時制定並執行《美蘭機場控煙管理規定》，持續推進無煙單位建設。

本集團依託智慧科技手段研發員工健康檔案小程序，實現員工健康檔案「一人一檔」登記在庫；同時，每年組織公司全體員工開展至少1次年度體檢，並面向全體員工開展崗前健康知識、應急救護知識等職業衛生培訓。

本集團聯合海南省心理協會設立心理疏導熱線，成立EAP(Employee Assistant Program，員工幫助計劃)專家庫，並邀請協會中6名執業心理諮詢師為員工提供專業心理健康教育、心理輔導及心理諮詢。本集團亦成立籃球、徒步、辯論、書畫攝影、音樂舞蹈等11個文體協會，並配備足球場、籃球場、羽毛球場、體育場、台球室等設施，組織員工開展文體活動，以提升身體素質。此外，本集團推出「健康美蘭」教育科普線上專欄，借助「世界急救日」、「全國高血壓日」等主題健康教育日，開展健康知識普及宣傳。

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B3 Development and Training

General Disclosure

The Group has formulated and implemented internal systems such as the Training Operation Management System (《培訓運行管理制度》) and the Internal Trainer Management Measures (《內訓師管理辦法》) to continuously improve the training system and standardize the training process. At the same time, the Group formulated and implemented the Regulations on Qualification Management (《資質管理規定》), the Regulations on the Management of Dangerous Goods Training (《危險品培訓管理規定》) and the Regulations on the Management of Vocational Skill Level Recognition (《職業技能等級認定管理規定》) to clarify the requirements of qualification management and vocational skill level recognition, so as to promote the professional development of skilled personnel. For specific training activities, see Chapter "7. A Workplace with Warm and Care".

B3 發展及培訓

一般披露

本集團制定並執行《培訓運行管理制度》《內訓師管理辦法》等內部制度，以不斷完善培訓體系建設，規範培訓流程。同時，本集團制定並執行《資質管理規定》《危險品培訓管理規定》《職業技能等級認定管理規定》等制度，明確資質管理和職業技能等級認定等要求，促進技能人才隊伍專業化發展。有關具體的培訓活動見章節「七、關懷•營造溫暖職場」。

B3.1 The percentage of employees trained by gender and employee category (e.g. senior management, middle management)

B3.1 按性別及僱員類別[如高級管理層、中級管理層等]劃分的受訓僱員百分比

Name of indicators 指標名稱		Unit 單位	Figures in 2023 二零二三年數值	Figures in 2022 二零二二年數值
Percentage of employees trained 受訓僱員百分比		%	100	100
By gender 按性別劃分				
	Number of male trained employees 男性受訓僱員人數	Individual 人	2,817	794
	Number of female trained employees 女性受訓僱員人數	Individual 人	1,289	502
	Percentage of male trained employees 男性受訓僱員百分比	%	100	100
	Percentage of female trained employees 女性受訓僱員百分比	%	100	100
By type of employ 按僱員類別劃分				
	Percentage of senior management 高級管理層百分比	%	100	100
	Percentage of middle management 中級管理層百分比	%	100	100
	Percent of staff at grass-roots level 基層員工百分比	%	100	100

During the Reporting Period, the number of trained employees of the Group by type of employ: 5 senior management trainees, 175 middle management trainees and 3,926 trained staff at grass-roots level.

報告期內，本集團按僱員類別劃分的受訓人數：高級管理層受訓人數為5人；中級管理層為175人；基層員工為3,926人。

Calculation standard for the percentage of employees trained: percentage of employees trained in relevant categories = (number of employees trained in a specific category/total number of employees in a specific category) * 100%.

受訓僱員百分比數據計算標準：相關類別受訓僱員百分比 = (特定類別受訓僱員人數/特定類別僱員總人數) * 100%。

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B3.2 The average training hours completed per employee by gender and employee category

B3.2 按性別及僱員類別劃分，每名僱員完成受訓的平均時數

	Name of indicators 指標名稱	Unit 單位	Figures in 2023 二零二三年數值	Figures in 2022 二零二二年數值
By gender	Average length of training for male trained employees	Hour	7.83	3.19
按性別劃分	男性受訓僱員平均受訓時長	小時		
	Average length of training for female trained employees	Hour	7.83	3.19
	女性受訓僱員平均受訓時長	小時		
By type of employ	Average length of training for senior management	Hour	7.83	114
按僱員類別劃分	高級管理層平均受訓時長	小時		
	Average length of training for middle management	Hour	7.83	2.94
	中級管理層平均受訓時長	小時		
	Average length of training for staff at grass-roots level	Hour	7.83	2.94
	基層員工平均受訓時長	小時		

During the Reporting Period, the average length of training for all employees of the Group was 7.83 hours.

報告期內，本集團全體僱員人均受訓時長為7.83小時。

Calculation standard for the average length of training for employees: average length of training for employees of relevant categories = total length of training for employees of a specific category/number of employees trained of a specific category.

僱員平均受訓時長數據計算標準：相關類別員工平均受訓時數=特定類別員工的總受訓時數/特定類別的受訓員工人數。

B4 Labor Standards

General Disclosure

The Group strictly abides by relevant laws and regulations, including the Labor Law of the People's Republic of China (《中華人民共和國勞動法》), the Law of the People's Republic of China on the Protection of Minors (《中華人民共和國未成年人保護法》), the National Regulations on Prohibiting the Use of Child Labor (《禁止使用童工規定》), and the Regulations on Employees Working Hours of the State Council (《國務院關於職工工作時間的規定》), to ensure reasonable and compliant employment.

B4 勞工準則

一般披露

本集團嚴格遵守《中華人民共和國勞動法》《中華人民共和國未成年人保護法》《禁止使用童工規定》《國務院關於職工工作時間的規定》等有關法律法規，確保用工合理合規。

B4.1 Description of measures to review employment practices to avoid child and forced labor, and B4.2 description of steps taken to eliminate such practices when discovered

During the recruitment process, the Group strictly reviews the personal information provided by the recruits, and resolutely prohibits illegal acts such as child labor and forced labor. Once found, the relevant departments and units will be held accountable. During the Reporting Period, the Group did not employ child labor or forced labor.

B4.1 描述檢視招聘管理的措施以避免童工及強制勞工、B4.2 描述在發現違規情況時消除有關情況所採取的步驟

在招聘過程中，本集團對入職人員提供的個人信息進行嚴格審核，堅決禁止僱傭童工和強制勞工等違法行為，一旦發現，將追究相關部門及單位的責任。報告期內，本集團未出現僱傭童工或強制勞動的情況。

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B5 Supply Chain Management

General Disclosure

The Company strictly abides by the Law of the People's Republic of China on Tendering and Bidding (《中華人民共和國招投標法》) and other laws and regulations. It has formulated and implemented the Detailed Rules for the Management and Implementation of the Procurement Management Committee (《採購管理委員會管理實施細則》), the Regulations on the Management of Procurement of Projects, Goods and Services (《工程、貨物及服務採購管理規定》), and the Measures for the Management and Implementation of Procurement of Projects, Goods and Services (《工程、貨物及服務採購管理實施辦法》) and other regulations, which specify the procedures for access, evaluation and elimination of suppliers. The supplier's environmental performance, social responsibility performance, clean management and other factors will be included in the supplier qualification review, and efforts will be made to promote suppliers to enhance ESG's ability to perform their duties.

B5 供應鏈管理

一般披露

本公司嚴格遵守《中華人民共和國招投標法》等法律法規，制定並執行《採購管理委員會管理實施細則》《工程、貨物及服務採購管理規定》《工程、貨物及服務採購管理實施辦法》等規定，明確供應商准入、評估和淘汰等流程，並將供應商的環保表現、社會責任履行、廉潔經營等因素納入供應商資格審查，致力推動供應商提升ESG履責能力。

B5.1 Number of suppliers by geographical region

B5.1 按地區劃分的供應商數目

Name of indicators 指標名稱	Unit 單位	Figures in 2023 二零二三年數值	Figures in 2022 二零二二年數值
Hainan Province 海南省	Individual 個	450	164
Beijing 北京市	Individual 個	70	28
Guangdong Province 廣東省	Individual 個	57	21
Jiangsu Province 江蘇省	Individual 個	21	8
Shanghai 上海市	Individual 個	20	5
Shandong Province 山東省	Individual 個	12	3
Henan Province 河南省	Individual 個	12	0
Hubei Province 湖北省	Individual 個	9	0
Hunan Province 湖南省	Individual 個	9	2
Fujian Province 福建省	Individual 個	7	0
Zhejiang Province 浙江省	Individual 個	6	4

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Name of indicators 指標名稱	Unit 單位	Figures in 2023 二零二三年數值	Figures in 2022 二零二二年數值
Liaoning Province 遼寧省	Individual 個	5	0
Shaanxi Province 陝西省	Individual 個	5	0
Tianjin 天津市	Individual 個	4	3
Hebei Province 河北省	Individual 個	3	1
Jiangxi Province 江西省	Individual 個	3	1
Sichuan Province 四川省	Individual 個	3	1
Heilongjiang Province 黑龍江省	Individual 個	1	1
Chongqing 重慶市	Individual 個	1	4
Yunnan Province 雲南省	Individual 個	1	0
Hong Kong, China 中國香港	Individual 個	1	4
Jilin Province 吉林省	Individual 個	0	1
Total 合計	Individual 個	700	251

B5.2 Description of practices relating to engaging suppliers, number of suppliers where the practices are being implemented, and how they are implemented and monitored

The Company has formulated and implemented the Procurement Management Committee Operational Guidelines (《採購管理委員會管理實施細則》), which set forth clear requirements for all suppliers in aspects such as sourcing, classification, warehousing, evaluation, performance rating and grading, and dispatching, to ensure the quality of supplied goods and promote fair competition. For details on the execution and monitoring methods of these practices, please refer to the section "8. Cooperation for a Better Future".

B5.2 描述有關聘用供應商的慣例，向其執行有關慣例的供應商數目、以及有關慣例的執行及監察方法

本公司制定並執行《採購管理委員會管理實施細則》，針對所有供應商均從供應商尋源、分類、入庫、考察、履約評級和分級、出庫等方面提出明確要求，以保證供應商質量並促進公平競爭。具體慣例的執行及監察方法見章節「八、同行•奔赴美好未來」。

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B5.3 Description of practices used to identify environmental and social risks along the supply chain, and how they are implemented and monitored

The Company manages the supply chain environment and social risks from the aspects of checking the violation records on the national platform, investigating the ISO system certification, investigating the occupational health of suppliers and labor relations factors, promoting green procurement, and strengthening the integrity management of suppliers. For the implementation and monitoring methods of specific practices, please refer to the section "8. Cooperation for a Better Future".

B5.4 Description of practices used to promote environmentally preferable products and services when selecting suppliers, and how they are implemented and monitored

The Company has promoted the Group to use more environmentally friendly products and services through the inspection of ISO system certification of suppliers and the implementation of green procurement initiatives. For the implementation and monitoring methods of specific practices, please refer to the section "8. Cooperation for a Better Future".

B6 Product Responsibility

General Disclosure

The Company strictly abides by the Civil Aviation Law of the People's Republic of China (《中華人民共和國民用航空法》), the Safety Management Manual (《安全管理手冊》) of the International Civil Aviation Organization, the Regulations on the Operation Safety Management of Civil Airports (《民用機場運行安全管理規定》), the Construction Guidelines for the Safety Management System (SMS) of Transport Airports (《運輸機場安全管理體系(SMS)建設指南》) and other safety regulations, and strives to ensure the safe operation of the airport.

The Company has formulated and implemented internal systems such as the Regulations on the Management of Brand Promotion (《品牌宣傳工作管理規定》), the Business Notice on Regulating the Social Media Information Dissemination of Meilan Airport (《關於規範美蘭機場社交媒體信息傳播的業務通告》) and the Spokesperson System of Meilan Airport (《美蘭機場新聞發言人制度》) to clarify the relevant requirements for the management of brand promotion and news release of the Group.

The Company strictly abides by the Personal Information Protection Law of the People's Republic of China (《中華人民共和國個人信息保護法》) and other relevant laws and regulations, formulates and implements the Passenger Information Confidentiality Provisions (《旅客信息保密規定》), and standardizes the requirements for passenger information management.

B6.1 Percentage of total products sold or shipped subject to recalls for safety and health reasons

This article does not apply to the business of the Company.

B5.3 描述有關識別供應鏈每個環節的環境及社會風險的慣例，以及相關執行及監察方法

本公司從檢查國家平台上的違規記錄、ISO體系認證考察、供應商職業健康、勞工關係因素考察、推行綠色採購、加強供應商的廉潔管理等方面管理供應鏈環境及社會風險。具體慣例的執行及監察方法見章節「八、同行•奔赴美好未來」。

B5.4 描述在揀選供應商時促使多用環保產品及服務的慣例，以及相關執行及監察方法

本公司通過供應商ISO體系認證考察、推行綠色採購舉措等方面促使集團多用環保產品及服務。具體慣例的執行及監察方法見章節「八、同行•奔赴美好未來」。

B6 產品責任

一般披露

本公司嚴格遵守《中華人民共和國民用航空法》、國際民航組織《安全管理手冊》、民航局《民用機場運行安全管理規定》《運輸機場安全管理體系(SMS)建設指南》等安全規定，着力保障機場的安全運營。

本公司制定並執行《品牌宣傳工作管理規定》《關於規範美蘭機場社交媒體信息傳播的業務通告》《美蘭機場新聞發言人制度》等內部制度，明確集團品牌宣傳與新聞發佈管理的相關要求。

本公司嚴格遵守《中華人民共和國個人信息保護法》等相關法律法規，制定並落實《旅客信息保密規定》，規範對旅客信息管理要求。

B6.1 已售或已運送產品總數中因安全與健康理由而須回收的百分比

本公司業務不適用於本條。

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B6.2 Number of products and service related complaints received and how they are dealt with

The Company listens to the opinions of customers through internal and external channels such as Service Express, Haikou 12345 platform, the Company's official website and official microblog, the Consumer Affairs Center of the CAAC, the Letters and Calls Office of Hainan Province, and the Market Supervision and Administration Bureau, and normally receives complaints from customers 24 hours a day, 365 days a year.

The Company has formulated and implemented the Meilan Airport Complaint Management Regulations (《美蘭機場投訴管理規定》), establishing a comprehensive customer complaint management mechanism. We strictly control the processing time and closure of each node in the customer complaint process, and conduct spot checks, assessments, and follow-ups on the complaint outcomes to ensure the effectiveness of complaint management. Additionally, the Company conducts monthly and quarterly complaint data analysis, proposes targeted rectification and improvement suggestions, and issues service alerts or notifications to ensure service quality.

During the Reporting Period, the Company received and handled a total of 245 passenger complaints and suggestions, the number of complaints decreased by 37% year-on-year, and the proportion of properly handled complaints reached 100%.

B6.3 Description of practices relating to observing and protecting intellectual property rights

The Company attaches great importance to the protection of intellectual property rights and resolutely safeguards the legitimate rights and interests of intellectual property owners. The Company has formulated and implemented the Management Measures for Legitimate Software (《軟件正版化管理辦法》), which clearly stipulates the responsibilities and procurement requirements of the Legitimate Software Working Group of the Group, and effectively protects the intellectual property rights of others. At the same time, the Company actively protects its own intellectual property rights by applying for software copyright, and takes this opportunity to encourage employees to develop and innovate.

B6.4 Description of quality assurance process and recall procedures

This article does not apply to the business of the Company.

B6.5 Description of consumer data protection and privacy policies, and how they are implemented and monitored

The Company strictly abides by the Personal Information Protection Law of the People's Republic of China (《中華人民共和國個人信息保護法》) and other laws and regulations. It has formulated and implemented the Passenger Information Confidentiality Regulations (《旅客信息保密規定》) to standardize the requirements for passenger information management. At the same time, the Company reduces the risk of information leakage by strengthening the encryption design of business systems, access control and other technical means to ensure the comprehensive protection of personal information of passengers.

B6.2 接獲關於產品及服務的投訴數目以及應對方法

本公司通過服務一號通、海口12345平台、公司官網及官方微博、民航局消費者事務中心、海南省信訪辦、市場監督管理局等內外部渠道聽取客戶心聲，全年365天24小時正常受理客戶投訴。

本公司制定並執行《美蘭機場投訴管理規定》，建立健全的客戶投訴管理機制，嚴格把控客戶投訴處理各節點的處理時限與閉環情況，並對投訴結果進行抽查、考核及回訪，確保投訴管理的有效性。同時，本公司每月、每季度開展投訴數據分析，針對性提出整改提升建議，並下發服務預警或提示，以保證服務品質。

本報告期內，本公司接獲並處理共245起旅客投訴和建議，投訴量同比下降37%，妥善處理投訴比例達100%。

B6.3 描述與維護及保障知識產權有關的慣例

本公司重視知識產權保護，堅決維護知識產權所有者的合法權益。本公司制定並執行《軟件正版化管理辦法》，對集團正版化工作小組的職責及採購要求等內容作出明確規定，切實保護他人的知識產權。同時，本公司積極通過申請軟件著作權等方式保護自身的知識產權，並以此為契機鼓勵員工開拓創新。

B6.4 描述質量檢定過程及產品回收程序

本公司業務不適用於本條。

B6.5 描述消費者資料保障及私隱政策，以及相關執行及監察方法

本公司嚴格遵守《中華人民共和國個人信息保護法》等法律法規，制定並落實《旅客信息保密規定》，規範對旅客信息管理要求。同時，本公司通過強化業務系統加密設計、訪問權限控制等技術手段降低信息泄露風險，確保旅客個人信息全方位保護。

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B7 Anti-corruption

General Disclosure

The Company strictly abides by the Anti-Money Laundering Law of the People's Republic of China (《中華人民共和國反洗黑錢法》), the Criminal Law of the People's Republic of China (《中華人民共和國刑法》), the Prevention of Bribery Ordinance (Chapter 201 of the Laws of Hong Kong) and the relevant laws and regulations on the prevention of bribery, extortion, fraud and anti-money laundering applicable in the place of business, and opposes all forms of corruption and unfair competition. At the same time, the Company has formulated and implemented internal systems such as the Regulations on Integrity Management and Anti-Corruption Policies (《廉政管理及反貪污政策規定》) and the Measures for the Management of Integrity Training and Education (《廉政培訓教育管理辦法》), so as to create a clean and honest operating environment.

B7.1 Number of concluded legal cases regarding corrupt practices brought against the issuer or its employees during the reporting period and the outcomes of the cases

During this year, there was no corruption case filed against the Company or its employees and concluded.

B7.2 Description of preventive measures and whistle-blowing procedures, and how they are implemented and monitored

The Company has made great efforts to promote the construction of a clean and honest system, and continued to strengthen the publicity and training of integrity awareness. For details, please refer to the section "3. Governance and Leading Sustainable Development".

In respect of the integrity management of suppliers, the Company encourages suppliers to provide clues to corruption in bidding work by publishing complaints and reports through letters and visits, thus forming an effective supervision mechanism to prevent corruption.

The Company has formulated and implemented the Interim Provisions on Complaint Reporting System and Working Procedures (《信訪投訴舉報工作制度及工作程式暫行規定》) to clarify the reporting channels and regulate the organization of complaint reporting, so as to effectively safeguard the legitimate rights and interests of whistleblowers. The Company also has a whistleblower protection mechanism. For details of the relevant implementation and monitoring methods, please refer to the section "3. Governance and Leading Sustainable Development".

B7.3 Description of anti-corruption training provided to directors and staff

The Company actively carries out diversified integrity training. During the Reporting Period, the Company carried out 226 times of anti-corruption training in total; the total class hours of anti-corruption training were 954 hours; the number of participants in anti-corruption training reached 1,950 of which the number of Board members was 10, accounting for 0.51% of the total number of anti-corruption training, and the number of employees was 1,940, accounting for 99.49% of the total number of anti-corruption training.

B7 反貪污

一般披露

本公司嚴格遵守《中華人民共和國反洗黑錢法》《中華人民共和國刑法》《防止賄賂條例》「香港法例第201章」和業務所在地適用的防止賄賂、勒索、欺詐及反洗錢的相關法律法規，反對一切形式的貪污腐敗行為和不正當競爭。同時，本公司制定並實施《廉政管理及反貪污政策規定》《廉政培訓教育管理辦法》等內部制度，切實打造廉潔清明的經營環境。

B7.1 於報告期內對發行人或其僱員提出並已審結的貪污訴訟案件的數目及訴訟結果

本年度，未發生對本公司或員工提出並已審結的貪污訴訟案件。

B7.2 描述防範措施及舉報程序，以及相關執行及監察方法

本公司着力推進清廉體系建設，並持續加強廉潔意識的宣傳與培訓，詳情請參見章節「三、治理●引領持續發展」。

在供應商廉潔管理方面，本公司通過公佈信訪投訴舉報方式，鼓勵供應商提供招標工作腐敗線索，形成有效監督機制，進而防止腐敗滋生。

本公司制定並執行《信訪投訴舉報工作制度及工作程式暫行規定》，明確舉報渠道並規範信訪投訴舉報工作，切實維護投訴舉報人的合法權益。本公司亦設有舉報人保護機制。詳細的相關執行及監察方法見章節「三、治理●引領持續發展」。

B7.3 描述向董事及員工提供的反貪污培訓

本公司積極開展多元化的廉潔培訓。報告期內，本公司開展反腐倡廉培訓共計226次；開展反腐倡廉培訓總課時數為954小時；參與反腐倡廉培訓的人數達1,950人，其中董事會成員參與人數為10人，佔反腐倡廉培訓總人數比為0.51%，員工參與人數為1,940，佔反腐倡廉培訓總人數比為99.49%。

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環境、社會和管治報告

B8 Community Investment

General Disclosure

The Company abides by laws and regulations such as the Law of the People's Republic of China on Public Welfare Donations (《中華人民共和國公益事業捐贈法》) and the Charity Law of the People's Republic of China (《中華人民共和國慈善法》), continuously optimizes and improves charity management, and diligently fulfills its social responsibilities.

B8.1 Focus areas of contribution (e.g. education, environmental concerns, labor needs, health, culture, sport)

The Company actively participates in public welfare charities and continues to transmit warmth and positive energy to the society. During this year, the Company made relevant contributions in rural revitalization, volunteer activities and blood donation activities. For details of the specific scope and content of the contribution, please refer to the section "9. Dedication and Contribution for a Harmonious Society".

B8.2 Resources contributed (e.g. money or time) to the focus area

For details of the resources used in the focus area, including money, time, personnel, materials, etc., please refer to the section "9. Dedication and Contribution for a Harmonious Society".

B8 社區投資

一般披露

本公司遵循《中華人民共和國公益事業捐贈法》《中華人民共和國慈善法》等法律法規，不斷優化和完善慈善管理工作，用心履行社會責任。

B8.1 專注貢獻範疇「如教育、環境事宜、勞工需求、健康、文化、體育」

本公司積極參與公益慈善事業，持續向社會傳遞溫暖與正能量。本年度，本公司從鄉村振興、志願者活動、獻血活動等方面開展相關貢獻。具體貢獻範疇及內容見章節「九、奉獻•共創和諧社會」。

B8.2 在專注範疇所動用資源「如金錢或時間」

針對專注範疇所動用的資源，包括金錢、時間、人員、物資等，詳見章節「九、奉獻•共創和諧社會」。