

# 晉江社總新屆董事就職

## 陳冬姚建年洪祖杭陳飛李慧琮吳良好等主禮 洪頂超任主席

香港文匯報訊(記者 鄧學修)香港晉江社團總會成立32周年暨第十七屆董事就職典禮日前假香港會展中心舉行，中聯辦副主任陳冬、全國人大常委姚建年、全國政協常委洪祖杭、福建省委統戰部副部長陳飛、立法會議員李慧琮、香港福建社團聯合會主席吳良好等蒞臨主禮。

首席榮譽主席施子清 執行主席王育民

施子清、洪頂超和王育民分別榮膺首席榮譽主席、主席和執行主席，典禮筵開220席，近2,500名會員鄉親聚首一堂，共同見證，場面熱鬧。

主禮嘉賓尚包括泉州市人大常委黨組書記陳萬里，泉州市委常委、統戰部部長林萬明，華園集團有限公司董事長陳揚標，晉江市市長張文賢。

洪頂超致辭時表示，該會走過了32個不平凡的春秋，風雨兼程，取得了驕人的成績，他將會帶領新一屆董事會繼續開來，務實苦幹，帶領鄉親進一步融入香港社會，以實際行動支持特區政府依法施政，貫徹執行「一國兩制」方針，努力拓展會務。

他續指，該會將致力團結一眾鄉親，為香港的美好明天，為家鄉的突飛猛進，為中華民族的偉大「中國夢」作出新貢獻。

### 陳飛盼續領鄉親服務社會

陳飛讚揚該會自創會以來，一直秉承「同心同德，守望相助」的宗旨，努力拓展會務，團結鄉親，堅定支持特區政府依法施政，為「一國兩制」的實踐作出了重要的貢獻，受到社會各界的認同和肯定，寄望該會未來能夠繼續發揚愛國、愛港、愛鄉的優良傳統，以及「愛拼敢贏」的福建精神，帶領更多閩籍鄉親參與社會事務。



香港晉江社團總會成立32周年及第十七屆董事就職，賓主主持祝酒儀式。香港文匯報記者彭子文攝

他又指，福建近年遇上了難得的發展機會，希望該會能夠多加支持，推動兩地交流合作，共謀發展。

吳良好形容，該會過去32年有風雨、有陽光，有效團結30萬名旅港鄉親，努力開拓會務，開辦各類活動，得到了晉江鄉親的認同和擁戴。

### 吳良好：為創美好明天獻力

他又讚揚該會為香港福建社團聯合會中一支充滿活力的生力軍，積極參與和配合

聯會的工作，而且愛國立場堅定，旗幟鮮明地捍衛「一國兩制」，支持特區政府依法施政，為創造香港的美好明天，作出了很多的貢獻。

### 捐逾千萬支持家鄉公益慈善

席間舉行了捐贈儀式，洪頂超捐贈1,200萬元人民幣予晉江市金井鎮慈善協會，以支持家鄉公益慈善事務。此外，施子清和洪頂超分別捐贈了港幣100萬元和港幣50萬元予香港晉江社團總會教育基金。



洪頂超(前排中)捐贈善款予晉江市金井鎮慈善協會。香港文匯報記者彭子文攝

# 港區政協組團考察桂黔「帶路」



賀州市市長林冠等領導與考察團主要成員互贈紀念品並合影。

香港文匯報訊(記者 子京)為慶祝香港回歸祖國20周年，港區省級政協委員聯誼會組織「一帶一路」廣西貴州4天考察團，由中聯辦協調部部長沈沖任榮譽團長，政協聯誼會會長譚錦球任團長，副會長李德麟、秘書長黃華康、副秘書長張心瑜任副團長，一行54人赴桂黔兩地進行考察。考察團先後與廣西、貴州當地有關部門舉行座談交流，共話兩地合作發展前景。

### 譚錦球冀加強桂黔與港聯繫

團長譚錦球表示，港區政協委員聯誼會匯聚了香港各行各業精英，此次考察是希望帶動更多業界人士到桂黔兩地考察投資，為融入「一帶一路」建設發揮更加積極的作用。他重點提及政協聯會近期成立「一帶一路」及大灣區建設諮詢委員會，是響應國

家、響應香港發展需求的重要體現。此次組團考察桂黔兩地，也是希望進一步加強與桂港、黔港聯繫，促進和深化多方合作。

同時，他表示自己擔任廣西省政協常委多年，對廣西有極深厚感情，希望為廣西家鄉父老出一份力。

### 沈沖：促合作實現共同發展

沈沖表示，港區省級政協委員聯誼會以慶祝香港回歸祖國20周年和「一帶一路」為主題到桂黔兩地考察，是落實習近平總書記今年七一視察香港時重要講話精神的具體體現。此次考察令成員深刻體驗到交通的發達和便利；領略了祖國山清水秀，自然資源稟賦優越。考察團成員中不乏工商界、金融界、社團界精英，傳媒、演藝、文化等專業界別人士，希望大家

結合各自從事的領域，進一步加強與廣西、貴州方面的溝通交流，促進雙方合作，實現共同發展。

考察團先後考察了賀州黃姚古鎮、臨賀故城、賀州市園博園以及愛蓮湖公園；貴州青岩古鎮、中國酒文化城及遵義會議會址等地。

考察團每到一地，均得到當地政協、統戰部等有關部門的熱情接待。廣西壯族自治區政協港澳台僑和外事委員會專職副主任歐廷傑，賀州市人民政府市長林冠，賀州市委統戰部部長唐敬春，賀州市政協秘書長郭業山；貴州省委統戰部部長劉曉凱、副部長王茂愛，仁懷市委統戰部副部長劉翔，仁懷市政協副主席陳家平，遵義市委統戰部副部長楊怡、遵義市政協副主席陳曉靈等，會見及陪同訪問團一行實地考察參訪。

# 保良局明賣旗惠基層

香港文匯報訊(記者 李擊)為籌募善款，保良局將於明日(16日)上午在全港各區舉行賣旗活動，該局特設計5款紙旗，以原創動漫人物「小保良」，介紹保良局5大主要服務範疇。保良局主席陳細潔表示，保良局一直不忘初心，為有需要人士提供適切服務，善款將直接用於推展安老服務、提升教育服務質素，發展青年服務以及增進康復支援中心，讓更多有需要的人及基層家庭受惠。

陳細潔表示，賣旗日為保良局每年最大規模及最重要的籌款活動之一，今年參與義工人數高達16,000人。

她指，保良局由最初賣花籌款，到今日以「小保良」及5大服務範疇為主題的旗紙，一直走在公益前端，務求在籌募善款方面多花

心思，讓公眾全方位認識保良局服務，藉以籌措更多善款，改善弱勢社群及基層人士的生活。

據介紹，5款紙旗以「小保良」為主角，以全新角度介紹保良局5大服務範疇，包括社會服務、教育服務、醫療及綜合健康服務、康樂服務、文化服務，每款紙旗印有獨立QR Code，可透過手機掃描下載手機桌布(Wall paper)，了解更多服務資訊。

保良局更特設以「小保良看世界」為主題的facebook遊戲，鼓勵公眾集齊5款紙旗，以構思創意作品，並上載至保良局Facebook專頁指定帖子的留言中，贏取豐富禮品，增進參與者的互動創意。保良局副主席蔡李惠莉、馬清楠、羅榮芷珊，顧問劉陳小寶等亦出席賣旗籌款記者會。

陳細潔(前排右五)等介紹保良局賣旗日活動。香港文匯報記者 李擊 攝



東華三院社企iBakery推出蛋黃低糖白蓮蓉「迷你健康月餅」。

### 東華社企推「迷你健康月餅」

香港文匯報訊(記者 子京)中秋佳節品嚐月餅必不可少。東華三院社企iBakery今年中秋節再度推出「迷你健康月餅」，為關注健康的市民提供「一啖」趣味選擇。

一罐4個獨立包裝的迷你蛋黃低糖白蓮蓉月餅，由麥芽糖醇低糖白蓮蓉製成，無添加色素、防腐劑，亦不含反式脂肪，全由iBakery不同能力的員工親手製作，每個月餅上均印有「東華」字樣。

餅罐上手繪「淺綠色樹葉」，是東華三院「愛不同藝術」學員陳詩敏的精心畫作，為一罐小小的月餅譜上了iBakery「不同能力，同一熱愛」的共融理念，讓市民大眾共享節日的喜悅之餘，亦可行善及支持不同能力的人共融社會。

## ANNOUNCEMENT OF MAIN OPERATION DATA HAINAN AIRLINES HOLDING CO., LTD.

The board of directors of the Hainan Airlines Holding Co., Ltd. (hereinafter referred to as the Company) and its entire directors guarantee that there is no significant omission, fictitious misleading or serious misleading of information in this announcement and they will take both individual and joint responsibilities for the truthfulness, accuracy and completeness of the content. Following is the consolidated main operation data of the Hainan Airlines Holding Co., Ltd. (hereinafter referred to as the Company) and its subsidiaries (hereinafter referred to as the Group) in July of 2017:

| Transport Volume  | July of 2017   |                          |                          | Accumulated Amount in 2017 |  |
|---|----------------|--------------------------|--------------------------|----------------------------|--|
|   | Data           | Chain Relative Ratio (%) | Month-on-Month Ratio (%) | Data                       | Increase/Decrease over the Same Period (%) |
| Revenue Passenger-flow Kilometer/RPK (Unit: In Kilometer*person time) |                |                          |                          |                            |  |
| Domestic  | 7,955,870,000  | 6.40%                    | 42.14%                   | 54,412,330,000             | 44.78%                                     |
| Regional  | 45,110,000     | 6.07%                    | -16.65%                  | 310,950,000                | -14.85%                                    |
| International   | 2,446,270,000  | 16.39%                   | 50.16%                   | 13,881,710,000             | 73.46%                                     |
| Total   | 10,447,240,000 | 8.58%                    | 43.49%                   | 68,604,990,000             | 49.30%                                     |
| Revenue Tonne Kilometer/RTK (Unit: In Kilometer*ton)                  |                |                          |                          |                            |  |
| Domestic  | 736,110,000    | 3.14%                    | 38.62%                   | 5,167,510,000              | 40.75%                                     |
| Regional  | 4,040,000      | 2.84%                    | -15.33%                  | 28,340,000                 | -13.10%                                    |
| International   | 280,990,000    | 12.16%                   | 49.94%                   | 1,647,100,000              | 74.9%                                      |
| Total   | 1,020,250,000  | 5.47%                    | 41.19%                   | 6,842,950,000              | 47.17%                                     |
| Revenue Freight Tonne Kilometer/RTK (Unit: In Kilometer*ton)          |                |                          |                          |                            |  |
| Domestic  | 45,350,000     | -10.67%                  | 2.47%                    | 371,140,000                | 2.33%                                      |
| Regional  | 15,000         | -3.35%                   | 33.63%                   | 1,060,000                  | 102.26%                                    |
| International   | 70,330,000     | 8.20%                    | 49.39%                   | 431,900,000                | 76.62%                                     |
| Total   | 115,830,000    | -0.08%                   | 26.67%                   | 804,110,000                | 32.31%                                     |
| Seating Capacity (In 1,000 person times)                              |                |                          |                          |                            |  |
| Domestic  | 5,729.45       | 8.64%                    | 50.06%                   | 37,935.32                  | 51.51%                                     |
| Regional  | 26.38          | 11.97%                   | -5.79%                   | 169.43                     | -7.82%                                     |
| International   | 396.11         | 21.06%                   | 70.60%                   | 2,256.27                   | 92.42%                                     |
| Total   | 6,151.94       | 9.38%                    | 50.84%                   | 40,361.03                  | 52.92%                                     |
| Freight Transportation Volume (Unit: In 1,000 tons)                   |                |                          |                          |                            |  |
| Domestic  | 26.52          | -8.40%                   | 6.28%                    | 211.12                     | 3.61%                                      |
| Regional  | 0.09           | -1.41%                   | 44.62%                   | 0.61                       | 112.68%                                    |
| International   | 7.93           | 11.98%                   | 51.86%                   | 46.89                      | 74.10%                                     |

| Transport Capacity  | July of 2017   |                          |                          | Accumulated Amount in 2017 |  |
|---|----------------|--------------------------|--------------------------|----------------------------|--|
|   | Data           | Chain Relative Ratio (%) | Month-on-Month Ratio (%) | Data                       | Increase/Decrease over the Same Period (%) |
| Available Seat-flow Kilometer/ASK (Unit: In Kilometer*seat) |                |                          |                          |                            |  |
| Domestic  | 8,947,400,000  | 6.85%                    | 43.73%                   | 60,529,610,000             | 44.57%                                     |
| Regional  | 56,070,000     | -1.58%                   | -16.49%                  | 406,710,000                | -7.57%                                     |
| International   | 3,129,940,000  | 14.78%                   | 63.21%                   | 18,318,420,000             | 87.50%                                     |
| Total   | 12,133,420,000 | 8.75%                    | 47.79%                   | 79,254,730,000             | 52.19%                                     |
| Available Tonne-Kilometer/ATK (Unit: In Kilometer*ton)      |                |                          |                          |                            |  |
| Domestic  | 832,640,000    | 5.01%                    | 41.00%                   | 5,830,720,000              | 42.61%                                     |
| Regional  | 4,950,000      | 2.26%                    | -16.45%                  | 35,540,000                 | -12.09%                                    |
| International   | 375,690,000    | 13.95%                   | 61.36%                   | 2,190,260,000              | 82.08%                                     |
| Total   | 1,213,270,000  | 7.61%                    | 46.30%                   | 8,056,520,000              | 51.10%                                     |
| Available Freight Tonne-Kilometer (Unit: In Kilometer*ton)  |                |                          |                          |                            |  |
| Domestic  | 141,870,000    | 9.11%                    | 36.75%                   | 1,034,350,000              | 32.62%                                     |
| Regional  | 1,060,000      | -0.70%                   | -16.20%                  | 8,260,000                  | -0.97%                                     |
| International   | 165,920,000    | 14.46%                   | 78.22%                   | 975,060,000                | 94.29%                                     |
| Total   | 308,850,000    | 11.88%                   | 55.90%                   | 2,017,670,000              | 56.39%                                     |
| Transport Rate  |                |                          |                          |                            |  |
| Load Factor (RPK/ASK)                                       |                |                          |                          |                            |  |
| Domestic  | 88.92%         | -0.37                    | -1.00                    | 89.89%                     | 0.12                                       |
| Regional  | 80.44%         | 5.80                     | -0.16                    | 76.45%                     | -6.54                                      |
| International   | 78.16%         | 1.09                     | -6.79                    | 75.78%                     | -6.14                                      |
| Total   | 86.10%         | -0.13                    | -2.58                    | 86.56%                     | -1.68                                      |
| Freight Load Factor   |                |                          |                          |                            |  |
| Domestic  | 31.96%         | -7.08                    | -10.69                   | 35.88%                     | -10.62                                     |

Note:  
 The above listed data includes the production and transportation statistics of the Hainan Airlines Holding Co., Ltd., the China Xinhua Airlines Company Limited, the Chang'an Airlines Company Limited, the Shanxi Airlines Company Limited, the Yunnan Xiangpeng Airlines Company Limited, the Fujzhou Airlines Company Limited, the Urumqi Airlines Company Limited, the Tianjin Airlines Company Limited and the Beihuan Airlines Company Limited.  
 2. Revenue Passenger-flow Kilometer/RPK means that the flying kilometer times the charged passenger number.  
 3. Revenue Tonne Kilometer/RTK means that the flying kilometer times the charged loading tonnage (passenger & cargo).  
 4. Revenue Freight Tonne Kilometer/RTK means that the flying kilometer times the charged freight tonnage (cargo & mail).  
 5. Available Seat-flow Kilometer/ASK means that the flying kilometer times the seat available for sale.  
 6. Available Tonne-Kilometer/ATK means that the flying kilometer times the tonnage available for load.  
 7. Available Freight Tonne-Kilometer means that the flying kilometer times the tonnage for loading cargo & mail.  
 8. Load Factor means the ratio that the Revenue Passenger-flow Kilometer is divided by the Available Seat-flow Kilometer.  
 9. Freight Load Factor means the ratio that the Revenue Freight Tonne Kilometer is divided by the Available Freight Tonne Kilometer.  
 10. Total Load Factor (RTK/ATK) means the ratio that the Revenue Tonne Kilometer is divided by the Available Tonne Kilometer.  
 In July of 2017, the Group introduced in four B737-800, one A320 and one B787-900 aircraft. As the end of July, the Group operates 368 aircraft in total.  
 The Company started the operation of a new air-route between Tianjin and Vladivostok (twice-weekly flights) from July 3 of 2017, new air-route between Tianjin and Hakodate (twice-weekly flights) from July 4 of 2017, new air-route between Haikou and Phuket Island (three-weekly flights) from July 6 of 2017, new air-route between Nanning and Bandar Seri Begawan (twice-weekly flights) from July 15 of 2017, new air-route between Kunming and Bandar Seri Begawan (twice-weekly flights) from July 18 of 2017, new air-route between Guangzhou and Siem Reap (four-weekly flights) from July 26 of 2017, and new air-route between Guangzhou and Phnom Penh (three-weekly flights) from July 28 of 2017.  
 The above data is the internal statistics of the Group which might be different from the data disclosed in the related periodical report. Investors shall pay attention to the investment risks caused by improper trust or use of above information.

Board of Directors  
 Hainan Airlines Holding Co., Ltd.  
 August 15, 2017