

服務“一帶一路”建設 助力中國民航高品質發展

Serving the Belt and Road Initiative as a Way to Bring High-quality Development in Chinese Civil Aviation

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服務 “一帶一路” 助力中國民航高品質發展

China Aviation and BRI are mutually beneficiary

2013年中國政府提出“一帶一路”倡議以來，在一系列重大戰略舉措推動下，“一帶一路”引領效應持續釋放，為民用機場建設和發展拓展了巨大空間，航空基礎設施為“一帶一路”服務保障的能力不斷增強。

Since the Belt and Road Initiative (BRI) was proposed in 2013, a large number of projects have been put in place, which has effectively enlarged the future market of civil aviation. The constructions and operations of new airports along the BRI countries in turn ensure a more solid potential of the BRI.



2018年中國內地機場數量

The number of Airports in mainland China in 2018

2018年

Total Number: 中國內地擁有運輸機場 **235** 個

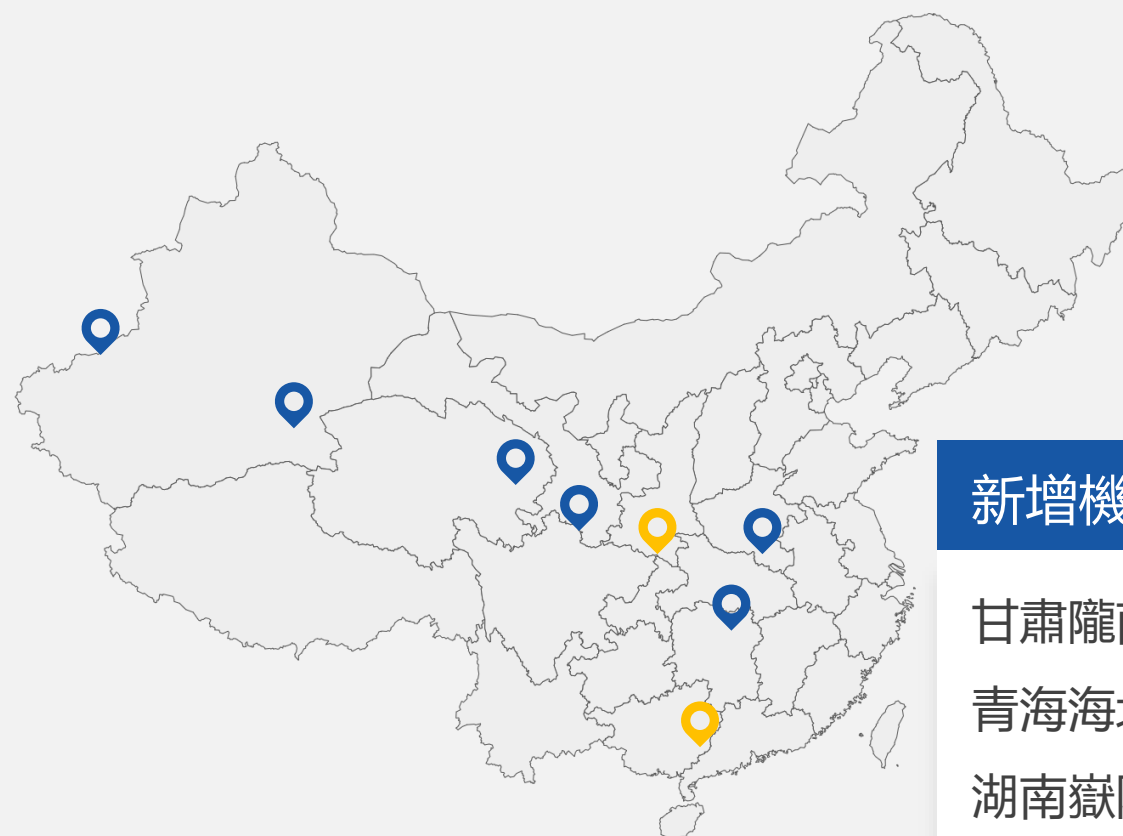
Major Airports (>10mil psgs/y) **37** 個千萬級大型運輸機場，占**16%**

Local Airports: **58** 個百萬級幹線支線機場，占**25%**

Major Airports within BRI coverage: **16** 個“一帶一路”經濟圈內“千萬級機場”，占**43%**

上海、新疆、福建、廣東等“一帶一路”門戶省市區，運輸機場建設和發展走在國內前列，發展速度和品質提升之快前所未有。

The rate of construction of airports in the gateway cities in China for BRI has accelerated



■ New airport
■ Closed airport

新增機場6個 6 New Airports in

甘肅隴南 (LNL)	新疆若羌 (RQA)
青海海北 (HBQ)	河南信陽 (XAI)
湖南嶽陽 (YYA)	新疆圖木舒克 (TWC)

停航機場2個 Airport closed: 2

陝西安康 (AKA)	廣西梧州 (WUZ)
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2018年中國內地機場主要生產指標

KPI of Airports in Mainland China, 2018

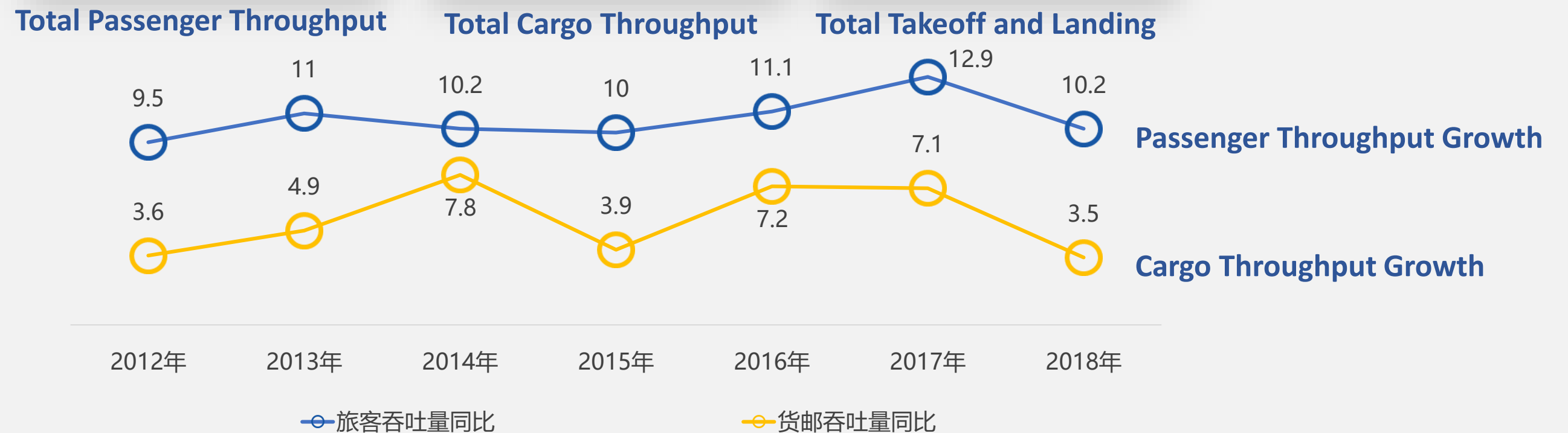
2018年
中國內地機場
生產指標繼續保持平穩較快增長

A steady and rapid growth
in China's aviation
market since 2012



2012年以來
機場客貨輸送量增速

Passenger and Cargo
Throughput Growth
Rates (2012-2018)



“十三五” 規劃指標

Objectives to achieve in the 13th 5-Y plan by 2020

到2020年

中國內地運輸機場達到 **260 airports in operation by 2020**

2025年

運輸機場達到 **370 airports in operation by 2025**

形成京津冀、長三角、珠三角 **3** 大世界級機場群

Building 3 airport groups in YRD, PRD and Beijing-Tianjin Region

深化粵港澳大灣區合作 Help to intensify the development of the Great Bay Area

建設 **10** 個國際航空樞紐和 **29** 個區域樞紐及 **6** 大機場群

Construct 10 international hubs, 29 regional hubs and 6 airport groups.



“一帶一路” 倡議 有力促進中國機場的改革與發展

The BRI has accelerated the reform and development of airport and related businesses in China

民航局出臺《關於鼓勵社會資本投資建設運營民用機場的意見》
《國內投資民用航空業規定》等政策檔，推動民用機場資本多元化
New policies and regulations put in effect to facilitate the capitalization of private airports with multiple sources

民營快遞企業作為航空貨運重要潛力積極擴充機隊規模，逐步向輻射全球轉型
Private express delivery companies have enlarged their cargo fleets for international markets

順豐集團與地方政府共同投資的鄂州機場獲得批准
Approved of the Erzhou Airport PPP between SF-Express Group and Erzhou local Government

上海圓通集團與嘉興市政府簽署航空物流樞紐投資協議，建設立足長三角、聯通全國、輻射全球的共用聯運中心和商貿集散中心
YTO Group signed agreement with Jiaxing City Government to build air cargo hub near Shanghai for global logistics and distribution

龍浩集團有限公司管理運營的信陽機場通航
Longhao Group, a private operator, starts to operate Xinyang Airport in Henan Province

“一帶一路” 倡議 有力促進中國機場的經濟發展

全國臨空經濟發展快速起航

有超過 **30** 個省市區制定了臨空經濟發展指導意見

37 個千萬級運輸機場所在地規劃了臨空經濟區

目前全國已有 **12** 個國家級臨空經濟示範區

其中 **8** 個落地 “一帶一路” 經濟圈內

More than 30 provinces have implemented policies to develop Airport-based Economy at Airport Economic Zones (AEZ)
37 airports with 10million+ passenger throughput have planned AEZ

There are 12 National designated AEZs, within which 8 are located within BRI gateway cities.



戰略性新興產業——通用航空

A New & Strategic Industry to China: General Aviation

2016

國務院出臺《關於促進通用航空業發展的指導意見》，到2020年建成500個以上通用機場；“一帶一路”沿線規劃的通用機場有669個。State Council issued policies to construct 500 GA airports by 2020; and there will be 669 GA airports along BRI in China

2017

民航局發佈《通用機場分類管理辦法》，通用機場取證數量突飛猛進。Since Management Bylaw of GA Airport Classification put in place, number of certified GA airport increased

2018

頒證通用機場 202 家，通用航空企業 436 家，註冊通用航空器 2581 架，2018年作業飛行 940,000 小時，民航局提出構建獨立的通航法規體系。202 GA airports certified, 436 GA firms and 2581 aircrafts were registered respectively, with total flying hours of 940,000.

2019

民航局發佈通航業務和法規“兩個框架”。

The frameworks for GA operation and regulations was issued by CAAC

民用機場日益融入國家綜合交通運輸體系

Civil airports to be integrated into the national comprehensive transportation system

民用機場日益融入國家綜合交通運輸體系，建設航空主導型綜合運輸樞紐，把機場作為國家高鐵網和高速公路網的主要功能節點，將綜合樞紐建設成旅客出行與公務商務、購物消費、休閒娛樂、生產物流相互滲透的“樞紐生態系統”。

Civil airports are now considered as part of national comprehensive transport system, and are becoming functional nodes of integrated networks that serve leisure and business travels, together with shopping, amenities, and logistics services.



航空運輸是與“一帶一路” 建設關係最密切的交通運輸方式

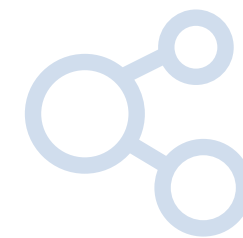
Air is the mode of transportation associated most closely to the BRI development

我們需要 We need

抓住機遇面對挑戰
to take up the challenge
and grasp the
opportunity



我們更加注重 We emphasize on



- 開放和創新 Innovation with open mind
- 網路佈局 Network development
- 市場機制 Market effectiveness
- 發展品質 Quality control
- 新技術應用 Applications of new technology
- 與國際接軌與融合 International standards in operation and collaboration

我們需要 Our principles of synergy with the world

按照“共商、共建、共用”
的原則協同發力

Co-Plan,
Co-Build and
Co-Use



感謝聆聽 Thanks

China Civil Airports Association (CCAA) would like to work and collaborate with you all for a better future!

中國民用機場業願意與各國同仁交流合作共謀發展！