

HONG KONG TRANSPORT OPERATIONS



AIM

Our aim is to be the best public transport service provider in Hong Kong, offering safe, reliable and caring service to our customers. At the same time we seek to generate the sustainable returns that allow us to invest in our network, to maintain our high levels of service and address the changing expectations of our customers. These investments involve replacing and upgrading our existing railway assets as well as investing in new railway lines. Together, they form “Rail Gen 2.0”, a next generation rail that will support Hong Kong’s development as an economy and as a society.

CHALLENGES

- Managing major asset upgrades and replacements: carry out required major asset upgrades and replacements without compromising our service performance or the customer experience, e.g. signalling and chillers
- Safety of project interfaces: ensure a smooth transition from project completion to operations in order to ensure the safety of all concerned
- Workforce transition and digitisation: deliver extensive training to our railway operations employees relevant to the innovative technologies we are introducing

5.88 million

average weekday patronage
in Hong Kong



8%

fewer reportable
events on our
heavy rail network



99.9%

passenger
journeys on-time



STRATEGIES

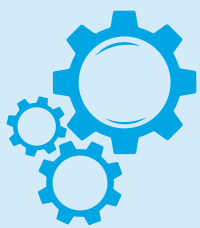
- **Safety First, Excellent Service:** maintain our excellent track record and culture. Equip staff with clear guidelines and sound training regarding operations and customers. Raise our customers' safety awareness through targeted campaigns and information
- **Maintaining Very High Performance Standards:** achieve world-class levels of service performance that exceed the targets set out in the Operating Agreement and our own more demanding Customer Service Pledges. Continue our stringent maintenance regime, investing significantly in renewing and upgrading our railway assets
- **Customer Engagement and Experience:** understand and deliver what matters most to our customers, enhancing the travelling experience and meeting the needs arising from an aging population and service digitisation
- **Staff Development:** treat people as our most valuable asset, be committed to inspire, engage and develop our employees while continuing to offer long-term, rewarding careers in various disciplines

OUTLOOK

Our railway operations in Hong Kong are supported by the commitment of Government for rail transport to be the backbone of public transportation and by increasing awareness in society of the environmental benefits of rail travel. For our Hong Kong transport operations, continued economic growth and a full-year operation from HSR will support passenger volume increases. While the delivery of the Shatin to Central Link is dependent on a number of factors, including the results of the holistic review of the Hung Hom Station extension mentioned previously, we are looking into the feasibility of the phased opening of the Tuen Ma Line. This requires careful study of a number of issues including necessary modifications to the signalling system.

Based on fare revenue and underpinned by the Fare Adjustment Mechanism agreed with Government, the business is highly resilient to changes in the overall economic environment. There was a 3.14% increase in fares from June 2018.

BUSINESS REVIEW
HONG KONG TRANSPORT OPERATIONS



EBITDA
HK\$8,171m
9.3%



EBIT
HK\$1,985m
19.9%

FINANCIAL PERFORMANCE

In HK\$ million	Year ended 31 December		Inc./Dec. %
	2018	2017	
Hong Kong Transport Operations			
Total Revenue	19,490	18,201	7.1
Operating profit before depreciation, amortisation and variable annual payment ("EBITDA")	8,171	7,475	9.3
Operating profit before interest and finance charges and after variable annual payment ("EBIT")	1,985	1,656	19.9
EBITDA Margin (in %)	41.9%	41.1%	0.8% pt.
EBIT Margin (in %)	10.2%	9.1%	1.1% pts.

Total revenue of our Hong Kong transport operations increased by 7.1% to HK\$19,490 million in 2018, mainly due to an increase in patronage on the back of economic growth and the opening of HSR in September 2018. As a result,

EBITDA increased by 9.3% to HK\$8,171 million. Despite the increase in depreciation, amortisation and variable annual payment mainly due to the opening of HSR, EBIT increased by 19.9% to HK\$1,985 million for the year.

SAFETY

Our resolute focus on making safety a priority contributed to the number of reportable events on the Hong Kong heavy rail and light rail networks falling by 8% and 16% respectively in 2018.

We ran a number of programmes specifically designed for children to help cultivate safe and courteous behaviour among our young passengers. A new initiative to give children safety tips is an interactive MTR Safety Experience Zone, which was launched in March 2018 at Tsing Yi Station. This is a collaboration between the Company and People on Board Social Enterprise. In addition, we sponsored People on Board to participate in the Hong Kong Book Fair 2018 with a pop-up Safety Zone in July 2018. By the end of 2018,

the Safety Zone welcomed more than 45,000 visitors who learned about platform safety, escalator safety, proper use of lifts and good behaviour on trains through interactive games. We also relaunched our Budding Station Master programme in November 2018, under which selected stations host behind-the-scenes tours for children, who act as station ambassadors handing out safety messages and gifts.

Promoting the safe use of escalators is another priority. In July 2018, the Escalator Safety Campaign 2018 was rolled out with new posters and videos to highlight the serious consequences of unsafe escalator usage. Escalator Safety Ambassadors were also deployed to designated MTR stations to remind passengers to hold the handrail and stand firm.

To promote railway safety among the elderly, MTR joined Radio Television Hong Kong's ("RTHK") Radio 5 to launch the annual Elderly Programme in November 2018, with a series of interactive games involving popular artistes and a station tour. Apart from welcoming 100 participants on-site, safety messages were spread through various radio programmes on RTHK Radio 5, reaching a wide audience.

For light rail, an innovative "Integrated Speed and Position Supervision System" developed by MTR engineers has been put on trial, enabling real-time speed monitoring of light rail vehicles and further enhancing the operational safety and efficiency of our light rail services through other advanced features.



PATRONAGE AND REVENUE

Revenue from our Hong Kong transport operations is summarised below:

In HK\$ million	Year ended 31 December		Inc./ (Dec.) %
	2018	2017	
Hong Kong Transport Operations			
Domestic Service	13,232	12,840	3.1
Cross-boundary Service	3,472	3,277	6.0
HSR	600	–	N/A
Airport Express	1,156	1,076	7.4
Light Rail and Bus	723	707	2.3
Intercity	214	218	(1.8)
Others	93	83	12.0
Total Revenue	19,490	18,201	7.1

In 2018, total patronage of all of our rail and bus passenger services increased by 2.2% to 2,044.5 million passenger trips.

For the Domestic Service (comprising the Kwun Tong, Tsuen Wan, Island, Tung Chung, Tseung Kwan O, Disneyland Resort, East Rail (excluding the Cross-boundary Service), West Rail, Ma On Shan and South Island lines), total patronage for the 12 months was 1,670.0 million, 2.0% higher than in 2017. For the Cross-boundary Service to Lo Wu and Lok Ma Chau, patronage increased by 4.4% to 117.4 million, as the number of Mainland visitors continued to increase. Patronage on the Airport Express increased by 6.5% to 17.7 million, supported by a rise in air passenger traffic. Between its opening on 23 September 2018 and the end of the year, total patronage for HSR was 5.3 million.

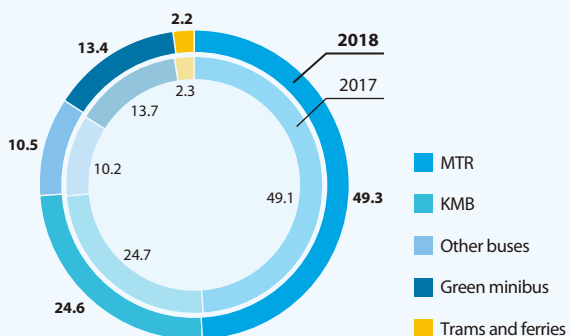
Average weekday patronage of all of our rail and bus services increased by 2.0% to 5.88 million. The Domestic Service, which accounts for the majority of this patronage, reported a 1.9% increase to 4.86 million.





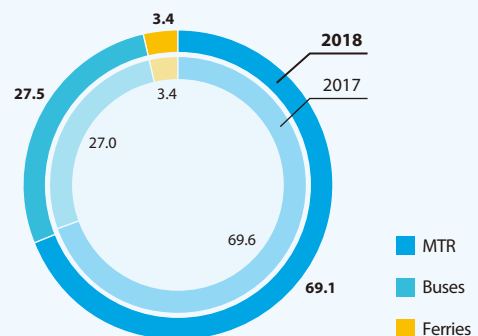
Market Share of Major Transport Operators in Hong Kong

(Percentage)

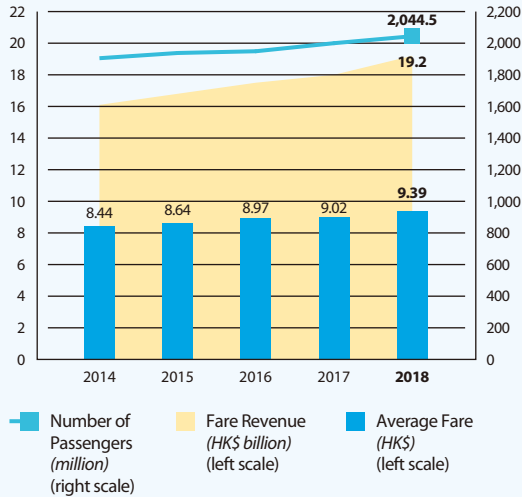


Market Share of Major Transport Operators Crossing the Harbour

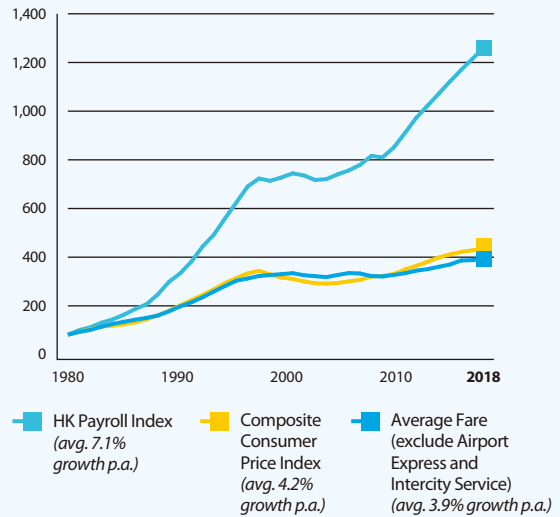
(Percentage)



Passengers and Fares



Fare Trend



MARKET SHARE

The Company's overall share of the franchised public transport market in Hong Kong in 2018 was 49.3%, compared to 49.1% in 2017. Within this total, the share of cross-harbour traffic was 69.1%, compared to 69.6% in 2017.

For MTR's Cross-boundary Service and HSR, our share of the cross-boundary business for 2018 increased from 50.8% to 52.1%. Our market share to and from the airport rose from 21.5% to 22.0%.

FARE ADJUSTMENTS, PROMOTIONS AND CONCESSIONS

In accordance with the Fare Adjustment Mechanism, fares were adjusted for 2018/2019 by +3.14%, effective 30 June 2018. Fares were not adjusted in 2017/2018 as the adjustment rate fell below the threshold level of 1.5%, hence the adjustment was rolled over to 2018 and included within the 2018/2019 adjustment of 3.14%.

On 28 May 2018, we announced our 2018/2019 fare promotions package, bringing additional fare savings of over HK\$500 million to customers, including:

- 3% Rebate for every Octopus trip for six months to 1 January 2019
- no price adjustment for "MTR City Saver", "Monthly Pass Extra" and "Tuen Mun-Nam Cheong Day Pass" in 2018
- a HK\$0.3 discount for Octopus passengers interchanging between MTR and Green Minibus routes, effective 3 June 2018
- extension of the "Early Bird Discount Promotion" programme to 31 May 2019



Together with over HK\$2.7 billion of on-going fare concessions that MTR offers annually to different sectors of the community, including the elderly, children, eligible students and persons with disabilities, as well as other interchange discounts, we are providing more than HK\$3 billion worth of fare concessions to our customers over the 12-month period to June 2019.

The Public Transport Fare Subsidy Scheme, as mentioned in the HKSAR Chief Executive's Policy Address, was

implemented with effect from 1 January 2019. We welcome the scheme and fully support its implementation. Commuters with monthly public transport expenses exceeding HK\$400 are eligible for the public transport fare subsidy. The Government will provide a subsidy for 25% of the actual public transport expenses in excess of HK\$400, subject to a maximum of HK\$300 per month. Over 2 million commuters are expected to benefit from the scheme.

SERVICE PERFORMANCE

In 2018, train service delivery and passenger journeys on-time in our heavy rail network remained world-class at 99.9%, exceeding both the targets in our Operating Agreement

and our own, more demanding, Customer Service Pledges. In 2018, more than 2.12 million train trips were made on our heavy rail network and around 1.09 million trips on our light



BUSINESS REVIEW

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rail network. During the year, there were 11 delays on the heavy rail network and one delay on the light rail network lasting 31 minutes or more which were caused by factors within our control. The period from January to September 2018 was our best performance since the Rail Merger in terms of passenger journeys on-time, despite passenger volumes having increased by 37.9% over the last ten years.

The good service performance was unfortunately impacted by a signalling incident on 16 October 2018 which severely affected service on four of our lines. This caused inconvenience to our passengers, for which we apologised. The incident caused severe delays on the Island, Tsuen Wan, Kwun Tong and Tseung Kwan O lines, with knock-on

effects on other transport services. As outlined in the report we submitted to Government on 19 December 2018 on the results of our investigation into this service disruption, we have since implemented improvement measures. These include the installation of manual switches in the interconnections between the relevant lines and regular checking of software programme counter operations. Other key recommendations made by the Executive Review Panel include conducting reviews and instituting maintenance programmes to re-initialise all of the software counters in the railway systems manually, as well as establishing a dedicated team with relevant experts to enhance software integration for critical railway systems in the future.





Customer satisfaction regarding our services and fares is measured by regular surveys and research, and reflected in the Service Quality Index and Fare Index respectively:

Service Quality Index	2018	2017
Domestic and Cross-boundary services	70	69
Airport Express	82	83
Light Rail	67	69
Bus	71	70

Fare Index	2018	2017
Domestic and Cross-boundary services	59	58
Airport Express	75	73
Light Rail	68	68
Bus	68	66

MTR's high level of service was again recognised by a number of awards, some of which are listed in the "Awards" section on page 39 of this annual report.

International Performance Comparisons: the 18-member Community of Metros (CoMET)

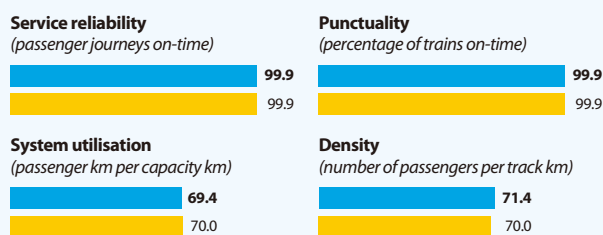
Metro system network data (2017)	MTR*	Metro A	Metro B	Metro C	Metro D	Metro E	Metro F	Metro G	Metro H	Metro I	Metro J	Metro K	Metro L	Metro M	Metro O	Metro P	Metro Q	Metro R
Passenger journeys (million)	1,750	1,618	563	926	1,643	1,377	1,616	625	2,443	1,768	1,573	503	686	2,107	818	2,038	878	746
Car kilometres (million)	302	463	128	219	280	591	376	190	841	562	262	113	138	355	142	502	113	126
Route length (km)	200	460	146	229	380	427	226	286	349	535	215	115	118	303	137	637	72	131
Number of stations	91	233	173	164	199	270	163	248	193	428	303	66	107	242	83	325	64	108

* The Lines included in the CoMET metro benchmarking programme are Kwun Tong Line, Tsuen Wan Line, Island Line, South Island Line, Tung Chung Line, Tseung Kwan O Line and Disneyland Resort Line, East Rail Line, Ma On Shan Line and West Rail Line. The Airport Express is excluded from the benchmarking.

Note: The other metros in the comparison are London Underground, New York City Transit, Sistema de Transporte Colectivo, Régie Autonome des Transports Parisiens Metro, Régie Autonome des Transports Parisiens Réseau Express Régional, Metropolitano de São Paulo, Moscow Metro, Metro de Madrid, Metro de Santiago, Berliner Verkehrsbetriebe, SMRT Corporation Limited, Delhi Metro Rail Corporation Limited, Seoul Metro, Shanghai Metro Operation Corporation, Beijing Mass Transit Railway Operation Corporation, Taipei Rapid Transit Corporation and Guangzhou Metro Corporation. The benchmarking agreement prohibits specifically identifying the data by metro system.

Benchmarking Comparisons

MTR Performance vs. Best Performance

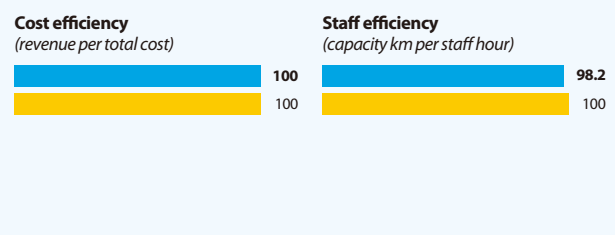


■ 2017 ■ 2016

Best Performance = 100

Cost and Staff Efficiency

MTR Performance vs. Best Performance



■ 2017 ■ 2016

Best Performance = 100

Operations Performance in 2018

Service performance item	Performance Requirement	Customer Service Pledge Target	Actual Performance
Train service delivery			
– Kwun Tong Line, Tsuen Wan Line, Island Line, Tseung Kwan O Line, South Island Line, Tung Chung Line, Disneyland Resort Line and Airport Express	98.5%	99.5%	99.8%
– East Rail Line (including Ma On Shan Line)	98.5%	99.5%	99.9%
– West Rail Line	98.5%	99.5%	99.9%
– Light Rail	98.5%	99.5%	99.9%
Passenger journeys on-time			
– Kwun Tong Line, Tsuen Wan Line, Island Line, Tseung Kwan O Line, South Island Line, Tung Chung Line and Disneyland Resort Line	98.5%	99.5%	99.9%
– Airport Express	98.5%	99.0%	99.9%
– East Rail Line (including Ma On Shan Line)	98.5%	99.0%	99.9%
– West Rail Line	98.5%	99.0%	99.9%
Train punctuality			
– Kwun Tong Line, Tsuen Wan Line, Island Line, Tseung Kwan O Line, South Island Line, Tung Chung Line and Disneyland Resort Line	98.0%	99.0%	99.8%
– Airport Express	98.0%	99.0%	99.9%
– East Rail Line (including Ma On Shan Line)	98.0%	99.0%	99.9%
– West Rail Line	98.0%	99.0%	99.9%
– Light Rail	98.0%	99.0%	99.9%
Train reliability: train car-km per train failure causing delays ≥ 5 minutes			
– Kwun Tong Line, Tsuen Wan Line, Island Line, Tseung Kwan O Line, South Island Line, Tung Chung Line, Disneyland Resort Line and Airport Express	N/A	650,000	3,472,084
– East Rail Line (including Ma On Shan Line) and West Rail Line	N/A	650,000	7,648,765
Ticket reliability: smart ticket transactions per ticket failure			
– Kwun Tong Line, Tsuen Wan Line, Island Line, Tseung Kwan O Line, South Island Line, Tung Chung Line, Disneyland Resort Line, Airport Express, East Rail Line (including Ma On Shan Line) and West Rail Line	N/A	10,500	55,976
Add value machine reliability			
– Kwun Tong Line, Tsuen Wan Line, Island Line, Tseung Kwan O Line, South Island Line, Tung Chung Line, Disneyland Resort Line and Airport Express	98.0%	99.0%	99.8%
– East Rail Line (including Ma On Shan Line)	98.0%	99.0%	99.9%
– West Rail Line	98.0%	99.0%	99.8%
– Light Rail	N/A	99.0%	99.7%
Ticket machine reliability			
– Kwun Tong Line, Tsuen Wan Line, Island Line, Tseung Kwan O Line, South Island Line, Tung Chung Line, Disneyland Resort Line and Airport Express	97.0%	99.0%	99.7%
– East Rail Line (including Ma On Shan Line)	97.0%	99.0%	99.8%
– West Rail Line	97.0%	99.0%	99.7%
– Light Rail	N/A	99.0%	99.9%
Ticket gate reliability			
– Kwun Tong Line, Tsuen Wan Line, Island Line, Tseung Kwan O Line, South Island Line, Tung Chung Line, Disneyland Resort Line and Airport Express	97.0%	99.0%	99.9%
– East Rail Line (including Ma On Shan Line)	97.0%	99.0%	99.9%
– West Rail Line	97.0%	99.0%	99.9%
Light Rail platform Octopus processor reliability			
	N/A	99.0%	99.9%
Escalator reliability			
– Kwun Tong Line, Tsuen Wan Line, Island Line, Tseung Kwan O Line, South Island Line, Tung Chung Line, Disneyland Resort Line and Airport Express	98.0%	99.0%	99.9%
– East Rail Line (including Ma On Shan Line)	98.0%	99.0%	99.9%
– West Rail Line	98.0%	99.0%	99.9%
Passenger lift reliability			
– Kwun Tong Line, Tsuen Wan Line, Island Line, Tseung Kwan O Line, South Island Line, Tung Chung Line, Disneyland Resort Line and Airport Express	98.5%	99.5%	99.8%
– East Rail Line (including Ma On Shan Line)	98.5%	99.5%	99.9%
– West Rail Line	98.5%	99.5%	99.8%
Temperature and ventilation			
– Trains, except Light Rail: to maintain a cool, pleasant and comfortable train environment generally at or below 26 °C	N/A	97.5%	99.9%
– Light Rail: on-train air-conditioning failures per month	N/A	<3	0
– Stations: to maintain a cool, pleasant and comfortable environment generally at or below 27 °C for platforms and 29 °C for station concourses, except on very hot days	N/A	93.0%	99.8%
Cleanliness			
– Train compartment: cleaned daily	N/A	99.0%	100.0%
– Train exterior: washed every 2 days (on average)	N/A	99.0%	100.0%
Northwest transit service area bus service			
– Service Delivery	N/A	99.0%	99.5%
– Cleanliness: washed daily	N/A	99.0%	100.0%
Passenger enquiry response time within six working days			
	N/A	99.0%	100.0%

RAIL GEN 2.0

Rail Gen 2.0 encapsulates our near term rail business growth in Hong Kong. In addition to the Shatin to Central Link, it covers major upgrades and replacements on the existing rail network, as well as initiatives to enhance customer experience through the use of technology. In 2018, more than HK\$9.2 billion was invested in maintaining, upgrading and renewing our Hong Kong railway assets.

New Railway Projects

Following completion of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link in September 2018, our remaining new railway project under construction is the Shatin to Central Link. Further information on these two projects can be found under the section headed "Hong Kong Network Expansion" (pages 72 to 79).

Major Asset Upgrades and Replacements on the Existing Network

New Trains

We are spending a total of HK\$6 billion to purchase 93 new, more comfortable 8-car trains as replacements for those on the Kwun Tong, Tsuen Wan, Island and Tseung Kwan O lines. A total of five 8-car trains had been delivered to Hong Kong by 31 December 2018. All delivered trains will be subject to a series of stringent commissioning tests to assure safe operation and reliable performance before launching them for passenger service in 2019. Active interface tests with the signalling systems conducted on the Tsuen Wan and Island lines are progressing well.

New Light Rail Vehicles

To meet the rising demand for our light rail services, we are replacing 30 light rail vehicles and purchasing ten additional vehicles, at a total cost of HK\$745 million. The first two new light rail vehicles have been delivered and testing and commissioning have commenced. The new vehicles will enter passenger service progressively between 2019 and 2023.

Upgrade of Signalling System

The existing signalling systems on the Island, Kwun Tong, Tsuen Wan, Tseung Kwan O, Tung Chung and Disneyland Resort lines, as well as the Airport Express, are being replaced at a cost of HK\$3.3 billion. Installation on the Tsuen Wan Line

has been completed and dynamic tests covering the whole line with multiple trains continue, with the new system targeted to commence operations in 2019. On the Island Line, installation is substantially completed and dynamic testing has been progressing steadily. Installation on the Kwun Tong Line has also commenced. Overall completion for all lines is targeted in 2026. The programme is being monitored closely to ensure the safety and reliability of existing railway services.

For the East Rail Line, full line functional and integration testing of the new signalling system and trains commenced in 2018. Reliability tests commenced in the fourth quarter of 2018 and are expected to be completed in 2019.

Replacement of Air Conditioning Systems

The programme to replace air conditioning systems continues to progress. The first phase, covering the replacement of 29 chillers in seven stations and two depots, was completed in April 2018. Replacement works for the second phase, covering 32 chillers in four stations and two depots, commenced in November 2018.

Major Interfacing Works

Under the Shatin to Central Link project, the original 28 7-car trains on the West Rail Line were all converted to 8-car trains by May 2018. This has enhanced existing train services, while providing trains for the future Tuen Ma Line, creating a more comfortable travelling environment for passengers and increasing overall capacity on the West Rail Line by 14%.

Enhancing the Customer Experience

Rail Gen 2.0 also aims to enhance our customers' experience by investing in technologies that meet changing customer needs.

Train information of the next four trains for the Tseung Kwan O Line as shown on Passenger Information Display Panels above gates, was gradually rolled out in five stations from December 2018 to January 2019 to help customers plan their journeys better. This forms part of a wider passenger information enhancement programme at terminus stations with long headways and serving multiple destinations.

We are also continuously using new technologies to deliver more personalised services and smoother journeys for all our customers.

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The MTR Mobile app now has over 1.2 million active users per month. In January 2018 a “Chatbot” function was launched, providing customers with route and exit information for their destination. This was followed in October 2018 by a Waiting Time Indicator for Admiralty Station platforms, providing real-time waiting time estimates for the two most heavily used platforms.

With electronic payments increasingly popular, we have been introducing mobile payment at designated ticket machines. As of 31 December 2018, there were 20 ticket machines accepting QR codes for payment in Lo Wu, Lok Ma Chau, Tsim Sha Tsui, East Tsim Sha Tsui, Causeway Bay, Mong Kok East, Sha Tin and Austin stations. Customers can purchase Single

Journey Tickets at these machines using Alipay, AlipayHK, WeChat Pay and WeChat Pay HK.

In a further service enhancement, our customers will be able to travel on MTR by simply tapping their mobile phones at ticket gates starting from mid-2020. In November 2018, a contract was awarded to AlipayHK to design and build a new electronic payment system for the heavy rail network (excluding Airport Express stations). The new system will be compatible with the QR code payment systems of three other service providers, namely TNG (Asia) Limited, UnionPay International Company Limited and WeChat Pay Hong Kong Limited, which will be available as additional options to passengers from mid-2021.

OTHER NETWORK IMPROVEMENTS

Providing more frequent services

To make our customers’ journeys more comfortable, a new round of train service enhancements began on 23 April 2018. An extra 238 train trips per week were added to the Tsuen Wan, Kwun Tong and Island lines, increasing frequency during various periods, particularly in the evening.

Enhancing station facilities

In 2018, three hydraulic lifts were replaced with traction lifts and opened for public use at North Point, Wan Chai and Fortress Hill stations. A new internal lift at Tsuen Wan Station was completed and opened for public use in May 2018 and a refurbishment of a traction lift at Sha Tin Station was completed in November 2018.

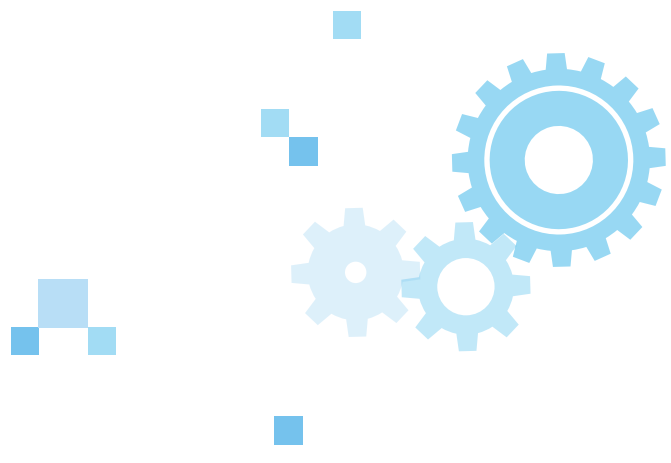
A total of 25 escalators at nine stations were refurbished and opened for public use in December 2018, while 16 additional wide gates were installed at 14 stations during the year. New seats were provided in Sai Ying Pun and HKU stations in November 2018.

During the year, station improvement works continued at University and Lo Wu stations, with target completion by the end of 2019 and early 2020 respectively.

Responding to Changing Needs

As outlined in our 2030 Customer Experience Vision Blueprint, we are gaining a deeper understanding of customers which is enabling us to respond to their needs. In particular, we aim to meet the needs of an ageing population. We have developed related age-friendly provisions which will be incorporated into the design of future new lines. Focusing on toilets and information provision, they will gradually be rolled out across the network in the coming years.

Apart from such age-friendly initiatives, the trial provision of a drinking water dispenser in the unpaid concourse of Tung Chung Station was launched in early October 2018, to enhance the customer experience and encourage the use of reusable bottles.





System Information

Railway operation data	2018		2017	
Total route length (km)	256.6		230.9	
Number of rail cars	2,268		2,244	
Daily hours of operation				
Island Line, Tsuen Wan Line, Kwun Tong Line, Tseung Kwan O Line, South Island Line, Tung Chung Line, Disneyland Resort Line, West Rail Line, Airport Express and Light Rail	19.0		19.0	
East Rail Line and Ma On Shan Line	19.5		19.5	
Minimum train headway (second)	Morning Peak	Evening Peak	Morning Peak	Evening Peak
– Tsuen Wan Line	120	120	120	120
– Kwun Tong Line	126	138	126	140
– Island Line	112	124	112	124
– South Island Line	200	200	200	200
– East Rail Line				
Hung Hom to Sheung Shui	212	200	212	200
Hung Hom to Lo Wu	327	327	327	327
Hung Hom to Lok Ma Chau	600	600	600	600
– Ma On Shan Line	180	240	180	240
– Tseung Kwan O Line	133	133	133	133
– Tung Chung Line				
Hong Kong to Tung Chung	400	360	360	360
Hong Kong to Tsing Yi	212	240	240	240
– Airport Express	600	600	600	600
– West Rail Line	171	210	171	210
– Disneyland Resort Line	270	270	270	270
– Light Rail	270	300	270	300