

25 years of serving Hong Kong and beyond



1980

> The full Modified Initial System (from Central Station to Kwun Tong Station) was opened seven weeks ahead of schedule and Her Royal Highness Princess Alexandra officiated at the opening ceremony on 12 February.

1985

> On 31 May, the Island Line operating from Chai Wan Station to Admiralty Station commenced service and the then Governor, Sir Edward Youde, officiated at the opening ceremony.



1975

> Mass Transit Railway Corporation was established on 26 September to build and operate a mass transit railway system for Hong Kong, based on prudent commercial principles.

1979

> On 30 September, the then Governor, Sir Murray Maclehoose, officiated at the opening ceremony of MTR. The then Modified Initial System (now part of the Kwun Tong Line) commenced public service on 1 October and carried 285,000 passengers on the first day of operation.



> Completion of Telford Gardens and Telford Plaza I above Kowloon Bay Station and Depot, marked the creation of MTR's "first generation" integrated railway and property developments, and the start of our management of MTR properties along Kwun Tong and Tsuen Wan lines.

1982

> The Tsuen Wan Line was officially opened on 10 May, seven months ahead of schedule and considerably below budget. The then acting Governor, Sir Philip Haddon-Cave, officiated at the opening ceremony.

1984

> The Company obtained its first short-term credit ratings from Standard & Poor's (S&P) and Moody's, an important recognition that helped access funding from the international capital markets.

> MTR and Kowloon-Canton Railway Corporation (KCRC) joined hands to launch Common Stored Value Tickets in mid-October.

1986

> The last section of the Island Line was opened on 23 May.



1988

> The Company secured its first long-term credit ratings from Moody's and S&P, at par with the sovereign ratings of the Hong Kong Government.

1989

> The Eastern Harbour Rail crossing was opened on 5 August, providing passengers a much-needed alternative for crossing Victoria Harbour.



1995

> The Agreement for the Design, Construction, Financing and Operation of the Airport Railway was signed with the Government.

> The first consultancy assignment was signed in China for training services to the Guangzhou Metro for a period of four years.

1997

> MTR and other transport firms launched the Octopus Contactless Smart Card, which has since become the most popular payment method on public transport and for an increasing range of day-to-day expenses.



> The re-development of MTR Corporation Headquarters Building and development of Telford Plaza II above Kowloon Bay Station and Depot were completed.

1998

> The Tung Chung Line was opened on 22 June, extending MTR services to Lantau Island through West Kowloon and Tsing Yi.

> On 6 July, the Airport Express began service, transporting passengers between the Hong Kong International Airport at Chek Lap Kok and Central in 23 minutes.



> The MTR Art in Stations programme was launched to enhance the travelling environment for passengers and promote local arts.

1999

> Completion of Maritime Square and Tierra Verde at Tsing Yi Station marked the creation of our "second generation" integrated developments.

2000

> In October, the successful initial public offering of MTR shares attracted a total demand of over HK\$160 billion from retail and institutional investors in Hong Kong and overseas. This represented an oversubscription of 17.4 times for a HK\$9.4 billion offering and created a shareholder base of over 600,000 at the time of listing.

2002

> The Hong Kong SAR Government announced a feasibility study on a possible merger between the Company and KCRC in June.

> In July, the Company signed the project agreement with the Government for the design, construction, financing and operation of the Disneyland Resort Line (then Penny's Bay Rail Link) to serve the future Hong Kong Disneyland. Construction started in the same month.

> The Tseung Kwan O Line, the Company's fifth MTR line, officially commenced service four months ahead of schedule on 18 August, providing an efficient and reliable train service to residents of the Tseung Kwan O district.



2003

> In November, the Company signed the overall project agreement with the Government for the Tung Chung Cable Car, which will link Tung Chung with Ngong Ping and the nearby Big Buddha Statue and Po Lin Monastery, creating a major new tourist and leisure landmark.

> The landmark 88-storey Two International Finance Centre, Hong Kong's tallest and most prestigious office building was completed, adding to MTR's investment and property management portfolio.



2004

> On 24 February, the Government announced its decision to invite the Company and KCRC to commence discussions on a possible merger for which a joint report was submitted to the Government on 16 September.

> The Company entered into an Agreement in Principle for a Build-Operate-Transfer project with the Shenzhen Municipal People's Government for Phase 2 of Line 4 and to operate the whole of Line 4 of the proposed Shenzhen Metro System.

> The Company entered into an Agreement in Principle to form a Public-Private-Partnership with Beijing Infrastructure Investment Co. Ltd and Beijing Capital Group for the investment, construction and operation of the Beijing Metro Line 4.

> MTR achieved patronage volume of 2.72 million on 17 December, the highest recorded on a single, regular 19-hour service day, and a record Christmas Eve patronage of 3.38 million passengers.

> In December, MTR was awarded the "Good People Management Award 2004" by the Hong Kong Labour Department. This is the third consecutive time the Company has won this award, an achievement that testifies to MTR's outstanding achievements in good management practice and the successful labour-management partnership over 25 years.