MTR Corporation Limited

2025 CDP Corporate Questionnaire 2025

Word version

Important: this export excludes unanswered questions
This document is an export of your organization's CDP questionnaire response. It contains all data points for questions that are answered or in progress. There may be questions or data points that you have been requested to provide, which are missing from this document because they are currently unanswered. Please note that it is your responsibility to verify that your questionnaire response is complete prior to submission. CDP will not be liable for any failure to do so.
Read full terms of disclosure

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09/17/2025, 02:16 pm

Contents

C1. Introduction

(1.1) In which language are you submitting your response?

Select from:

☑ English

(1.2) Select the currency used for all financial information disclosed throughout your response.

Select from:

☑ HKD

(1.3) Provide an overview and introduction to your organization.

(1.3.2) Organization type

Select from:

☑ Publicly traded organization

(1.3.3) Description of organization

Over the past 45 years, MTR has become one of the world's top transit systems, committed to providing sustainable, green and accessible public transportation services that are safe, efficient and reliable. MTR operates a predominantly rail-based transportation system in Hong Kong, comprising domestic and cross-boundary services including a High Speed Rail service (connecting Hong Kong with the high-speed rail network in the Mainland of China), a dedicated high-speed Airport Express Railway (the only rail system connecting to and from the Hong Kong International Airport) and a light rail system, which in total includes 13 railway networks, with total route length over 270 kilometers, serving all 18 districts in Hong Kong. Our network is one of the most intensively used in the world, known for its reliability, safety and efficiency. In addition to rail, we provide feeder bus services in Hong Kong, enhancing connectivity for the communities in Northwest New Territories. Leveraging our railway assets and expertise, the Corporation has moved forward with adjacent property and railway-related businesses, including rental of station retail space, advertising in trains and stations, telecommunications and rail consultancy. On the property side, we develop residential and commercial properties in collaboration with property developers. We hold investment properties, principally shopping malls and offices, and manage our properties and those of others. Our investment portfolio primarily includes shopping malls and 18 office floors of the Two International Finance Centre (IFC) office tower in Hong Kong. As at 31 December 2024, MTR managed more than 122,000 residential units, 16 shopping malls, and approximately 10,000 residential units are under development in Hong Kong. Bringing expertise in railway development and property management to Mainland China and international market is a core component of the Corporation's strategy for continued growth. We invest in urban rail networks as well as property development projects in Mainland China and participate in "asset-light" operating

concessions in the United Kingdom, Sweden, Australia and Macau. MTR has embarked on a series of new railway development projects that will form an important part of Hong Kong's low-carbon transport structure. In 2024, we advanced several projects related to Government's Railway Development Strategy 2014 and Northern Metropolis Development Strategy. Major construction works continued for the Tung Chung Line Extension, Oyster Bay Station, Kwu Tung Station and the Tuen Mun South Extension. We also signed the Project Agreement with Government for Hung Shui Kiu Station. In this CDP response, we cover the Corporation's principal activities in Hong Kong in 2024, however, the emissions data reported in this survey also covers our majority-owned overseas operations as requested in relevant questions. Detailed information about our sustainability initiatives and performance can be found in our Sustainability Website and 2024 Sustainability Report. Sustainability Website: https://www.mtr.com.hk/sustainability/en/ Sustainability Report: https://www.mtr.com.hk/sustainability/assets/pdf/en/2024/Sustainability_Report.pdf
[Fixed row]

(1.4) State the end date of the year for which you are reporting data. For emissions data, indicate whether you will be providing emissions data for past reporting years.

(1.4.1) End date of reporting year

12/30/2024

(1.4.2) Alignment of this reporting period with your financial reporting period

Select from:
☑ Yes

(1.4.3) Indicate if you are providing emissions data for past reporting years

Select from:
☑ Yes

(1.4.4) Number of past reporting years you will be providing Scope 1 emissions data for

Select from:
☑ 5 years

(1.4.5) Number of past reporting years you will be providing Scope 2 emissions data for

Select from:

☑ 5 years

(1.4.6) Number of past reporting years you will be providing Scope 3 emissions data for

Select from:

☑ 5 years

[Fixed row]

(1.4.1) What is your organization's annual revenue for the reporting period?

60011000000

(1.5) Provide details on your reporting boundary.

(1.5.1) Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?

Select from:

☑ No

(1.5.2) How does your reporting boundary differ to that used in your financial statement?

Our Scope 1 and 2 GHG inventory accounts for 100 per cent of GHG emissions from operations over which we have operational control, except where we note separately. It does not account for GHG emissions from operations over which we do not have operational control, including Octopus, a subsidiary in Hong Kong. On the other hand, our Scope 1 and 2 GHG inventory does not currently include activities of Ngong Ping 360, and subsidiaries in Hong Kong over which we have no operational control, while they are included in the financial statements.

[Fixed row]

(1.6) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

ISIN code - bond

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

ISIN code - equity

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

HK0066009694

CUSIP number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

Ticker symbol

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

0066.HK

SEDOL code

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

6290054

LEI number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

D-U-N-S number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

Other unique identifier

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

FIJI: BBG000MKLJD1
[Add row]

(1.7) Select the countries/areas in which you operate.

Select all that apply

☑ Hong Kong SAR, China

(1.21) For which transport modes will you be providing data?

Select all that apply

☑ Rail

(1.24) Has your organization mapped its value chain?

(1.24.1) Value chain mapped

Select from:

☑ Yes, we have mapped or are currently in the process of mapping our value chain

(1.24.2) Value chain stages covered in mapping

Select all that apply

☑ Upstream value chain

☑ Downstream value chain

(1.24.3) Highest supplier tier mapped

Select from:

☑ Tier 1 suppliers

(1.24.4) Highest supplier tier known but not mapped

Select from:

☑ Tier 2 suppliers

(1.24.7) Description of mapping process and coverage

We have covered our value chain GHG emissions in our Scope 3 emission inventory. A thorough mapping exercise was conducted to identify the relevant GHG emission categories across upstream (e.g. Capital Goods) and downstream (e.g. Downstream leased assets) value chain. Of the 15 categories defined under the GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard, nine of them were identified as relevant to our business and calculated as part of our Scope 3 emission inventory. We have taken a holistic approach to identify and evaluate our supply chain-related risks through our Enterprise Risk Management framework. As part of this approach, the Corporation continues to monitor the implementation of environmental protection initiatives across our entire supply chain. We have engaged our suppliers through various means to enhance their environmental performance, including carbon management training sessions conducted in Q4 2024. The training sessions were designed to equip our suppliers with knowledge on carbon accounting and managing their carbon footprints. Additionally, an ESG survey was conducted in Q4 2024 with key suppliers to better understand our supply chain's carbon management performance, providing insights for further engagement and collaborations. Details are further provided in the other parts of this questionnaire.
[Fixed row]

(1.24.1) Have you mapped where in your direct operations or elsewhere in your value chain plastics are produced, commercialized, used, and/or disposed of?

(1.24.1.1) Plastics mapping

Select from:
☑ Yes, we have mapped or are currently in the process of mapping plastics in our value chain

(1.24.1.2) Value chain stages covered in mapping

Select all that apply
☑ End-of-life management

(1.24.1.4) End-of-life management pathways mapped

Select all that apply
☑ Recycling
☑ Other, please specify :To drive recycling of plastic beverage bottles, we have participated in the government's Reverse Vending Machine Pilot Scheme. Over 14 million plastic beverage bottles have been collected across 14 MTR malls and managed properties since 2021.
[Fixed row]

C2. Identification, assessment, and management of dependencies, impacts, risks, and opportunities

(2.1) How does your organization define short-, medium-, and long-term time horizons in relation to the identification, assessment, and management of your environmental dependencies, impacts, risks, and opportunities?

Short-term

(2.1.1) From (years)

1

(2.1.3) To (years)

5

(2.1.4) How this time horizon is linked to strategic and/or financial planning

The Corporation takes proactive measures to identify, evaluate and manage significant risks, including climate risks, arising from its recurrent and growth business and from the constantly changing business environment. Each risk is evaluated on the basis of the likelihood of the identified risk and the consequence of the risk event, taking into consideration the control measures in place. Broadly speaking, we have categorised the likelihood and our response plan into short-term (within 1-5 years), medium-term (6-10 years) and long-term (11-50 years).

Medium-term

(2.1.1) From (years)

6

(2.1.3) To (years)

10

(2.1.4) How this time horizon is linked to strategic and/or financial planning

The Corporation takes proactive measures to identify, evaluate and manage significant risks, including climate risks, arising from its recurrent and growth business and from the constantly changing business environment. Each risk is evaluated on the basis of the likelihood of the identified risk and the consequence of the risk event, taking into consideration the control measures in place. Broadly speaking, we have categorised the likelihood and our response plan into short-term (within 1-5 years), medium-term (6-10 years) and long-term (11-50 years).

Long-term

(2.1.1) From (years)

11

(2.1.2) Is your long-term time horizon open ended?

Select from:

☑ **No**

(2.1.3) To (years)

50

(2.1.4) How this time horizon is linked to strategic and/or financial planning

The Corporation takes proactive measures to identify, evaluate and manage significant risks, including climate risks, arising from its recurrent and growth business and from the constantly changing business environment. Each risk is evaluated on the basis of the likelihood of the identified risk and the consequence of the risk event, taking into consideration the control measures in place. Broadly speaking, we have categorised the likelihood and our response plan into short-term (within 1-5 years), medium-term (6-10 years) and long-term (11-50 years).
[Fixed row]

(2.2) Does your organization have a process for identifying, assessing, and managing environmental dependencies and/or impacts?

	Process in place	Dependencies and/or impacts evaluated in this process
	Select from: ☑ Yes	*Select from:* ☑ Both dependencies and impacts

[Fixed row]

(2.2.1) Does your organization have a process for identifying, assessing, and managing environmental risks and/or opportunities?

	Process in place	Risks and/or opportunities evaluated in this process	Is this process informed by the dependencies and/or impacts process?
	Select from: ☑ Yes	*Select from:* ☑ Both risks and opportunities	*Select from:* ☑ Yes

[Fixed row]

(2.2.2) Provide details of your organization's process for identifying, assessing, and managing environmental dependencies, impacts, risks, and/or opportunities.

Row 1

(2.2.2.1) Environmental issue

Select all that apply

☑ Climate change

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ Impacts

☑ Risks

☑ Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

☑ Downstream value chain

(2.2.2.4) Coverage

Select from:

☑ Full

(2.2.2.5) Supplier tiers covered

Select all that apply

☑ Tier 1 suppliers

☑ Tier 2 suppliers

☑ Tier 3 suppliers

☑ Tier 4+ suppliers

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

☑ More than once a year

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.10) Integration of risk management process

Select from:

☑ Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☑ Local

(2.2.2.12) Tools and methods used

Enterprise Risk Management

☑ Enterprise Risk Management

Other

☑ Materiality assessment

(2.2.2.13) Risk types and criteria considered

Acute physical

☑ Landslide

☑ Heat waves

☑ Cyclones, hurricanes, typhoons

☑ Heavy precipitation (rain, hail, snow/ice)

☑ Flood (coastal, fluvial, pluvial, ground water)

☑ Storm (including blizzards, dust, and sandstorms)

Chronic physical

☑ Changing temperature (air, freshwater, marine water)

☑ Heat stress

☑ Increased severity of extreme weather events

☑ Water stress

Policy

☑ Changes to national legislation

Market

☑ Availability and/or increased cost of raw materials

Reputation

☑ Impact on human health

☑ Increased partner and stakeholder concern and partner and stakeholder negative feedback

Technology

☑ Transition to lower emissions technology and products

Liability

☑ Non-compliance with regulations

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ NGOs
☑ Customers
☑ Employees
☑ Suppliers
☑ Regulators
☑ Local communities

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:
☑ No

(2.2.2.16) Further details of process

MTR's Enterprise Risk Management (ERM) framework provides a clear and holistic view of the significant safety, business, finance, legal/regulatory and reputation/political risks that the Corporation faces. It covers sustainability issues, including climate risks. The ERM framework provides a simple and effective management process to identify and review risks across all business units and corporate functions of the Corporation (including its direct operations and both upstream and downstream activities); prioritise resources to manage risks; give management a clear view of the significant risks facing by the Corporation; and support decision making and project execution for better business performance. The Corporation takes proactive measures to identify, evaluate and manage significant risks, including climate risks, arising from its recurrent and growth business and from the constantly changing business environment. Each risk is evaluated on the basis of the likelihood of the identified risk and the consequence of the risk event by considering factors such as penalty due to failure to meet contract agreement, taking into consideration the control measures in place. A risk matrix is used to determine risk ratings E1-E4. The risk ratings reflect the required management attention and risk treatment effort, indicating the priorities for further action plans. The highest category of risks, "E1", is subject to the Board, the Board-level Audit & Risk Committee and the Executive Committee (EC) oversight. Opportunities are assessed and prioritised based on the return on investment and payback periods and pursued where appropriate. The Enterprise Risk Committee (ERC), EC and the Board-level Audit & Risk Committee review the enterprises risk profile and brainstorm emerging risks half yearly / quarterly to ensure that key risks and those cutting across different areas of the business are captured. Climate change risks are monitored, reviewed and updated annually through our ERM framework. We identify and review risks to our business units regularly and prioritise resources to mitigate and manage any emergent and significant risks. Divisional representatives report climate risks to the ERC which is responsible for reviewing the Corporation's top risks and key emerging risks (including climate risks) annually. The Chairman of the ERC will report the top risks to the EC and the Board-level Audit & Risk Committee on a quarterly basis and to the Board on a six-monthly basis. Climate change risks map at corporate level is reported to the ERC and the EC annually by the Head of Sustainability and the Chairman of the ERC respectively. We also identify and assess climate risks as part of our materiality assessment during our annual sustainability reporting process for public disclosure and continuous improvement. ESG risks identified through the ERM framework are further mapped against relevant issues under ISO 26000 for materiality assessment purposes.

Row 2

(2.2.2.1) Environmental issue

Select all that apply

☑ **Biodiversity**

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ **Impacts**

☑ **Risks**

(2.2.2.3) Value chain stages covered

Select all that apply

☑ **Direct operations**

☑ **Upstream value chain**

(2.2.2.4) Coverage

Select from:

☑ **Partial**

(2.2.2.5) Supplier tiers covered

Select all that apply

☑ **Tier 1 suppliers**

☑ **Tier 2 suppliers**

☑ **Tier 3 suppliers**

☑ **Tier 4+ suppliers**

(2.2.2.7) Type of assessment

Select from:

☑ **Qualitative and quantitative**

(2.2.2.8) Frequency of assessment

Select from:

☑ As important matters arise

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.10) Integration of risk management process

Select from:

☑ A specific environmental risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☑ Site-specific

(2.2.2.12) Tools and methods used

International methodologies and standards

☑ Environmental Impact Assessment

Databases

☑ Regional government databases

Other

☑ Desk-based research

☑ External consultants

☑ Materiality assessment

☑ Partner and stakeholder consultation/analysis

(2.2.2.13) Risk types and criteria considered

Chronic physical

☑ Declining ecosystem services

☑ Increased ecosystem vulnerability

☑ Increased levels of environmental pollutants in freshwater bodies

Liability

☑ Non-compliance with regulations

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Local communities

☑ NGOs

☑ Regulators

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

☑ No

(2.2.2.16) Further details of process

In Hong Kong, our railway development projects are required to undergo a statutory Environmental Impact Assessment process, which provides a robust framework to identify and address any ecological risks and impacts by requiring project proponents to identify, evaluate and mitigate any potential ecological impacts associated with construction and operation of the project since early stage. Detailed ecological assessments would be carried out during the Environmental Impact Assessment stage in accordance with statutory requirements, with adverse potential environmental impacts identified. Ecological impacts will be avoided to the maximum extent practicable and minimised as far as practicable. We also identify and assess ESG risks as part of our materiality assessment during our annual sustainability

reporting process for public disclosure and continuous improvement. ESG risks identified through the ERM framework are further mapped against relevant issues under ISO 26000 for materiality assessment purposes.

Row 3

(2.2.2.1) Environmental issue

Select all that apply

☑ **Water**

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ **Impacts**

☑ **Risks**

(2.2.2.3) Value chain stages covered

Select all that apply

☑ **Direct operations**

☑ **Upstream value chain**

(2.2.2.4) Coverage

Select from:

☑ **Partial**

(2.2.2.5) Supplier tiers covered

Select all that apply

☑ **Tier 1 suppliers**

☑ **Tier 2 suppliers**

☑ Tier 3 suppliers

☑ Tier 4+ suppliers

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

☑ As important matters arise

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.10) Integration of risk management process

Select from:

☑ A specific environmental risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☑ Site-specific

(2.2.2.12) Tools and methods used

International methodologies and standards

☑ Environmental Impact Assessment

Databases

☑ Regional government databases

Other

☑ Desk-based research

☑ External consultants

☑ Materiality assessment

☑ Partner and stakeholder consultation/analysis

(2.2.2.13) Risk types and criteria considered

Acute physical

☑ Pollution incident

Chronic physical

☑ Declining water quality

☑ Increased levels of environmental pollutants in freshwater bodies

Liability

☑ Non-compliance with regulations

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Local communities

☑ NGOs

☑ Regulators

☑ Other, please specify :Water sensitive receivers as defined under the Technical Memorandum on Environmental Impact Assessment Process

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

☑ **No**

(2.2.2.16) Further details of process

In Hong Kong, our railway development projects are required to undergo a statutory Environmental Impact Assessment process, which provides a robust framework to identify and address any water quality risks and impacts by requiring project proponents to identify, evaluate and mitigate any potential water quality impacts associated with construction and operation of the project since early stage. Detailed water quality assessments would be carried out during the Environmental Impact Assessment stage in accordance with statutory requirements, with adverse potential environmental impacts identified. Water quality impacts will be avoided to the maximum extent practicable and minimised as far as practicable. We also identify and assess ESG risks as part of our materiality assessment during our annual sustainability reporting process for public disclosure and continuous improvement. ESG risks identified through the ERM framework are further mapped against relevant issues under ISO 26000 for materiality assessment purposes.

Row 4

(2.2.2.1) Environmental issue

Select all that apply

☑ **Biodiversity**

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ **Dependencies**

☑ **Impacts**

(2.2.2.3) Value chain stages covered

Select all that apply

☑ **Direct operations**

☑ **Upstream value chain**

☑ Downstream value chain

(2.2.2.4) Coverage

Select from:

☑ Partial

(2.2.2.5) Supplier tiers covered

Select all that apply

☑ Tier 1 suppliers

☑ Tier 2 suppliers

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative only

(2.2.2.8) Frequency of assessment

Select from:

☑ Annually

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.11) Location-specificity used

Select all that apply

☑ Local

(2.2.2.12) Tools and methods used

Commercially/publicly available tools

☑ Encore tool

☑ LEAP (Locate, Evaluate, Assess and Prepare) approach, TNFD

☑ TNFD – Taskforce on Nature-related Financial Disclosures

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Suppliers

☑ Other, please specify :Construction contractors

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

☑ No

(2.2.2.16) Further details of process

Recognising the increasing focus on nature-related disclosures, we have started disclosing nature-related information with reference to the Task Force on Nature-related Financial Disclosures (“TNFD”) framework in our annual Sustainability Report, covering key information around the four pillars of governance, strategy, risk and impact management, metrics and targets. Key nature-related interactions including dependencies and impacts are identified, assessed and reported with reference to the integrated "Locate, Evaluate, Assess and Prepare” (“LEAP”) assessment approach. The majority of our operational activities relies, either directly or indirectly, on ecosystem services provided by natural capital assets, while also influencing these assets. To gain a better understanding of these dynamics, we have assessed the direct and potential dependencies and impacts of our business operations on ecosystem services and natural capital assets by (1) referencing the updated 2024 edition of the Exploring Natural Capital Opportunities, Risks and Exposure ("ENCORE") tool, and (2) taking into account our operations and the specific conditions of the regions where we operate. Among our diverse business activities, our evaluation revealed that new railway developments are particularly significant for their dependencies on ecosystems and natural capital. For example, during construction phase, our infrastructure is dependent on the natural flood mitigation ecosystem services to reduce the risk of flooding Additionally, the retention of soil and sediment provided by ecosystem service is essential for maintaining ground stability. For further details about the assessment results of nature-related dependency and impacts, please refer to the Nature-related Disclosures section of our Sustainability Report: https://www.mtr.com.hk/sustainability/assets/pdf/en/2024/Sustainability_Report.pdf

[Add row]

(2.2.7) Are the interconnections between environmental dependencies, impacts, risks and/or opportunities assessed?

(2.2.7.1) Interconnections between environmental dependencies, impacts, risks and/or opportunities assessed

Select from:

☑ Yes

(2.2.7.2) Description of how interconnections are assessed

The interconnections between the dependency and impacts of our businesses and operations on ecosystem services are identified and assessed as part of our annual nature-related disclosure. To gain a better understanding of these dynamics, we have assessed both the direct and potential dependencies and impacts of our activities on ecosystem services and natural capital assets by (1) referencing the updated 2024 edition of the Exploring Natural Capital Opportunities, Risks and Exposure ("ENCORE") tool, and (2) taking into account our operations and the specific conditions of the regions where we operate. Among our business activities, new railway development projects are dependent on, and may have potential impacts on ecosystems and natural capital. Construction of railway infrastructure depends heavily on soil and sediment retention to provide a stable substrate, erosion control, and landslide mitigation for infrastructure. Conversely, these projects may exert pressure on ecosystems. Construction of railway development projects may lead to soil and water pollution. Spills of diesel, paints, solvents, and toxic chemicals during construction may also contribute to irreversible salinisation and acidification of certain soils, e.g. mangrove swamps.
[Fixed row]

(2.3) Have you identified priority locations across your value chain?

(2.3.1) Identification of priority locations

Select from:

☑ Yes, we have identified priority locations

(2.3.2) Value chain stages where priority locations have been identified

Select all that apply

☑ Direct operations

☑ Upstream value chain

(2.3.3) Types of priority locations identified

Sensitive locations

☑ **Areas important for biodiversity**

☑ **Areas of limited water availability, flooding, and/or poor quality of water**

(2.3.4) Description of process to identify priority locations

In Hong Kong, our railway development projects are required to undergo a statutory Environmental Impact Assessment (EIA) process. According to the EIA process, the project proponent is required to undergo a process to identify any ecologically important areas / habitats, as well as water sensitive receivers near the project sites, following the criteria listed in the Technical Memorandum on Environmental Impact Assessment Process. Sites with conservation importance or water sensitive uses nearby are identified in the process. In evaluating the ecological importance of a habitat, the project proponent shall take into account a basket of factors including its size of habitat, diversity of species supported by the habitat, etc. The ecological importance of assessed sites is presented in the EIA report of the project and is accessible by public. For water quality, locations of water quality receivers, such as fish culture zones, ecological sensitive sites, are also presented in the EIA report. MTR's approach to protecting biodiversity is based on the "Avoid, Minimise and Mitigate" hierarchy, which aims to avoid or minimise the ecological or water quality impact of its construction or operations. The Corporation also seeks to mitigate any residual impact through biodiversity offsetting, which involves the restoration or creation of habitats to compensate for any loss of biodiversity resulting from its operations. Water quality mitigation measures such as silt curtains or on-site wastewater treatment system will be implemented as needed. We have been actively involved in the management and maintenance of the Lok Ma Chau Wetland, which included 32 hectares of enhanced wetland habitats and ongoing ecological monitoring, demonstrating our strong commitment to conserving natural habitats and maintaining biodiversity in a sustainable manner. The Corporation's efforts in the Lok Ma Chau wetland area have focused on creating and managing wetlands to attract wildlife species, particularly birds. It is considered as one of the best practice examples of biodiversity management in the region, hosting over 280 bird species as well as dragonflies, reptiles, mammals and amphibians including those classified as endangered, vulnerable and near threatened. The Corporation has also implemented adaptive conservation management with long-term ecological monitoring at the Lok Ma Chau Wetland, reflecting its dedication to the ongoing preservation of biodiversity in the area.

(2.3.5) Will you be disclosing a list/spatial map of priority locations?

Select from:

☑ **Yes, we will be disclosing the list/geospatial map of priority locations**

(2.3.6) Provide a list and/or spatial map of priority locations

2.3 - Recognized sites of conservation importance - Tung Chung Line extension.pdf
[Fixed row]

(2.4) How does your organization define substantive effects on your organization?

Risks

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

☑ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

☑ Other, please specify :Financial implication

(2.4.3) Change to indicator

Select from:

☑ Absolute increase

(2.4.5) Absolute increase/ decrease figure

300000000

(2.4.6) Metrics considered in definition

Select all that apply

☑ Likelihood of effect occurring

☑ Other, please specify :consequence

(2.4.7) Application of definition

A risk is defined to have substantive financial or strategic impact if it could lead to Government suspension of our Hong Kong franchises and taking over our administration (please see below for details of our relationship with the Hong Kong SAR Government). To evaluate and prioritise the potential risks, a structured risk matrix is utilised to assign risk ratings (E1-E4), with E1 represents a very high risk and E4 being a low risk. The risk ratings reflect the required management attention and risk treatment effort, indicating the priorities for further action plans. The highest category of risks, "E1", is subject to the Board, the Board-level Audit & Risk Committee and the Executive Committee oversight. Our Enterprise Risk Management framework categorises the financial implications of a risk event into 4 levels: 1) HK$10M – HK$300M as "significant consequence", 2) >HK$300M – HK$1B as "major consequence", 3) >HK$1B – HK$10B as "critical consequence", and 4) >HK$10B as "catastrophic consequence". Depending on the likelihood of the identified risk, a risk event with financial implication >HK$300M may be classified as a risk rating of E1 (if it is very likely to happen), which is considered as substantive. For context, the revenue generated from Hong Kong transport operations in 2024 is HK$23,013 M.

Opportunities

(2.4.1) Type of definition

Select all that apply

☑ **Qualitative**

☑ **Quantitative**

(2.4.2) Indicator used to define substantive effect

Select from:

☑ **Other, please specify :NA**

(2.4.3) Change to indicator

Select from:

☑ **Absolute decrease**

(2.4.5) Absolute increase/ decrease figure

0

(2.4.6) Metrics considered in definition

Select all that apply

☑ Other, please specify :NA

(2.4.7) Application of definition

Recognising the extent of our portfolio, we will continue to explore opportunities in new technologies or solutions to reduce our carbon footprint. Opportunities are assessed based on their carbon reduction potential, return on investment and payback periods, and pursued where appropriate. However, there is no fixed threshold to determine the substantive effect of carbon reduction technologies or solutions. In 2022, MTR formulated an ESG Investment Framework and a designated ESG Fund to support eligible ESG-focused projects with an aim to achieve corporate-level key performance indicators set under the Corporation's Environmental and Social Objectives, including carbon emission reduction projects. The ESG Fund is separated to the annual operational and capital expenditure budget and aims to finance unbudgeted ESG projects which may not have a viable financial business case or to fund the incremental cost of a budgeted item that requires additional investment to enhance its ESG performance. Carbon / energy saving opportunities are evaluated based on both quantitative (e.g. carbon / energy emission reduction potential) and qualitative aspects (e.g. innovation opportunities that could be brought by the project).
[Add row]

(2.5) Does your organization identify and classify potential water pollutants associated with its activities that could have a detrimental impact on water ecosystems or human health?

(2.5.1) Identification and classification of potential water pollutants

Select from:
☑ Yes, we identify and classify our potential water pollutants

(2.5.2) How potential water pollutants are identified and classified

In Hong Kong, our railway development projects are classified as Designated Projects (DPs) according to the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). The purpose of the EIA Ordinance is to avoid, minimise and control the adverse impact on the environment of DPs, including any potential impacts on water quality, through the application of the EIA process and the environmental permit system. The EIA process provides a robust framework to address any potential environmental impacts by requiring the project proponents to identify, evaluate, mitigate and monitor any potential environmental and ecological impacts since early stage of the projects. The EIA process also provides the opportunity for engagement with public to collect inputs and comments on the proposed project in different project stages. Under the EIA Ordinance, DPs are required to follow the statutory EIA process and require environmental permits for the construction and operation. Through the EIA process, water sensitive receivers and potential water pollution impacts are identified and assessed to avoid or minimise impacts on the water sensitive receivers. Through a two-stage public consultation process, project profiles and EIA reports will be exhibited for the public to comment. Project proponents

can address concerns, incorporate feedback, and ensure that the project aligns with the needs and aspirations of the local communities, affected and other stakeholders.
[Fixed row]

(2.5.1) Describe how your organization minimizes the adverse impacts of potential water pollutants on water ecosystems or human health associated with your activities.

Row 1

(2.5.1.1) Water pollutant category

Select from:

☑ Other, please specify :Suspended solids

(2.5.1.2) Description of water pollutant and potential impacts

Wastewater generated from construction activities, including general cleaning and polishing, wheel washing, dust suppression, concreting works and utility installation may contain high suspended solids concentrations and may also contain grease and oil. Potential water quality impacts due to the wastewater discharge can be minimised through proper collection, effective treatment of wastewater prior to discharge and close monitoring of discharge quality during the construction stage of the project.

(2.5.1.3) Value chain stage

Select all that apply

☑ Upstream value chain

(2.5.1.4) Actions and procedures to minimize adverse impacts

Select all that apply

☑ Requirement for suppliers to comply with regulatory requirements

☑ Discharge treatment using sector-specific processes to ensure compliance with regulatory requirements

(2.5.1.5) Please explain

In Hong Kong, our railway development projects are classified as Designated Projects (DPs) according to the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). The purpose of the EIA Ordinance is to avoid, minimise and control the adverse impact on the environment of DPs through the application of the EIA process and the environmental permit system. Under the EIA Ordinance, DPs are required to follow the statutory EIA process and require environmental permits for the construction and operation. Potential water quality impacts are identified and evaluated in the EIA process for compliance with the prevailing Water Quality Objectives under the Water Pollution Control Ordinance. Detailed environmental requirements are specified in our contract documents, including the employment of specialist environmental consultants, to ensure that project implementation is appropriately managed throughout its lifespan. During the construction phase, the Environmental Monitoring and Audit (EM&A) programme is implemented to monitor the environmental performance, including the water quality of construction discharge from construction sites. The environmental performance is closely monitored by an environmental team and validated by an independent checker, following documented framework. Validated EM&A monitoring results are also published on public domain through monthly EM&A reports and websites, ensuring transparent reporting of environmental performance.
[Add row]

C3. Disclosure of risks and opportunities

(3.1) Have you identified any environmental risks which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

Climate change

(3.1.1) Environmental risks identified

Select from:

☑ Yes, both in direct operations and upstream/downstream value chain

Water

(3.1.1) Environmental risks identified

Select from:

☑ No

(3.1.2) Primary reason why your organization does not consider itself to have environmental risks in your direct operations and/or upstream/downstream value chain

Select from:

☑ Not an immediate strategic priority

(3.1.3) Please explain

Our business and operation in Hong Kong do not have high reliance on the quantity and quality of water resources. Potable water consumption in our facilities / properties are supplied by the Water Services Department's municipal network and our operations and businesses do not involve any direct withdrawal from surface water or groundwater sources. Our operations do not impose a significant impact on any water resources. Our facilities / properties including stations, depots, office buildings and shopping malls, are already served by a well-established sewage collection system in Hong Kong, which ensures that all wastewater is properly

collected and treated before discharge. We also comply with the requirements stipulated in the wastewater discharge license. Given the operational context, water-related risks are not considered material to our business and operations. Additionally, according to the Aqueduct Atlas published by World Resources Institute, both Dong Jiang (which accounts for 70 - 80% of Hong Kong's fresh water supply) and Hong Kong are not classified as high water stress areas.

Plastics

(3.1.1) Environmental risks identified

Select from:

☑ No

(3.1.2) Primary reason why your organization does not consider itself to have environmental risks in your direct operations and/or upstream/downstream value chain

Select from:

☑ Not an immediate strategic priority

(3.1.3) Please explain

No material risk has been identified associated with plastic waste.
[Fixed row]

(3.1.1) Provide details of the environmental risks identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.1.1.1) Risk identifier

Select from:

☑ Risk1

(3.1.1.3) Risk types and primary environmental risk driver

Policy

☑ **Other policy risk, please specify :Higher energy cost and changes to local energy efficiency regulatory regime**

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ **Direct operations**

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ **Hong Kong SAR, China**

(3.1.1.9) Organization-specific description of risk

The Chief Executive of the HKSAR announced in the Policy Address 2020 that HKSAR will strive to achieve carbon neutrality by 2050 and released the Hong Kong's Climate Action Plan 2050 which sets out the strategy to achieve the goal. According to the latest 2023 GHG inventory for Hong Kong, electricity generation continued to be the largest source of emissions (61% of total emissions). Therefore, decarbonising the energy sector is the top priority and the plan is to phase out coal in electricity generation by 2035 and use more natural gas as a transitional fuel. To achieve carbon neutrality goal by 2050, MTR may face the following potential risks: (i) higher electricity tariff from the power companies due to carbon levy or switch to low-carbon fuel sources; (ii) regulatory risk meeting the mandatory requirements under Buildings Energy Efficiency Ordinance (BEEO). To enhance Hong Kong's energy efficiency management regime, the Chief Executive of the HKSAR Government announced in the Policy Address 2023 to amend the BEEO, extending the energy audit requirement for additional types of buildings including railway stations. The BEEO 2025 was published in the Gazette in June 2025. Additionally, there are increasing disclosure requirements for climate-related issues. In 2024, the HKSAR Government released the Roadmap on Sustainability Disclosure in Hong Kong, setting out the pathway for publicly accountable entities to fully adopt the ISSB Standards no later than 2028.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ **Increased direct costs**

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ Likely

(3.1.1.14) Magnitude

Select from:

☑ Medium

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Serving as the backbone of the low-carbon transport option in Hong Kong, our fully electrified rail network consumes a significant amount of electricity. As purchased electricity represents our largest carbon footprint as well as non-staff operating cost, we have concentrated our efforts to reduce energy consumption and improve energy efficiency in our rail and property operations. Additionally, the proposed mandatory requirements for railway stations to conduct regular energy audits could potentially lead to higher maintenance cost for building services equipment to improve energy efficiency. In 2024, our expenses on (i) energy and utilities; and (ii) maintenance and related works were HK$2,289 million and HK$2,436 million respectively. The combined cost for utilities and maintenance constitute around 30% of our transport operation costs. Given their substantial share, any increase in these costs, such as rising electricity tariffs (either directly incurred on our operation or passed through supply chain), or rising equipment maintenance cost, could have material financial implication to our bottom line. Our climate-related disclosures have been prepared with reference to the recommendations of the Task Force on Climate -related Financial Disclosures ("TCFD"). Additionally, we are aligning our approaches with the IFRS S2 Climate-related Disclosures. No significant expenditure is expected to incur for meeting the IFRS S2 disclosure requirements.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ Yes

(3.1.1.19) Anticipated financial effect figure in the short-term – minimum (currency)

47250000

(3.1.1.20) Anticipated financial effect figure in the short-term – maximum (currency)

94500000

(3.1.1.21) Anticipated financial effect figure in the medium-term – minimum (currency)

47250000

(3.1.1.22) Anticipated financial effect figure in the medium-term – maximum (currency)

94500000

(3.1.1.23) Anticipated financial effect figure in the long-term – minimum (currency)

47250000

(3.1.1.24) Anticipated financial effect figure in the long-term – maximum (currency)

94500000

(3.1.1.25) Explanation of financial effect figure

We have established an Enterprise Risk Matrix to assess risk level of each identified risk by considering its likelihood of occurrence and consequence in monetary terms. Our ERM framework defines the financial implications of a risk event into 4 categories: 1) HK10M – HK300M as "significant consequence", 2) HK300M – HK1B as "major consequence", 3) HK1B – HK10B as "critical consequence", and 4) HK10B as "catastrophic consequence". Risk 1 falls within the realm of "significant consequence" under the Matrix, which is equivalent to HK10M – HK300M. Our expenses on energy and utilities relating to Hong Kong transport operations were HK$ 2,289M in 2024. For a low case, assuming there will be a 1% increase in our expenses on energy and utilities in Hong Kong transport operations due to the rising trend of mean temperatures, the financial impact will be HK$ 22.89M. Assuming a maximum 2% increase in the expenditure on energy and utilities, the impact is estimated to be HK$ 45.78M. In 2024, our expenses on maintenance and related works relating to Hong Kong transport operations were HK$ 2,436M. For a low case, assuming there will be a 1% increase in our expenses on equipment maintenance cost to improve the energy efficiency at stations, the financial impact will be HK$ 24.36M. Assuming a maximum 2% increase in equipment maintenance cost, the impact is estimated to be HK$ 48.72M. Combined impact of increasing cost for utilities and equipment maintenance: Low case (1% cost increase) = HK$ 22.89M + 24.36M = HK$ 47.25M High case (2% cost increase) = HK$ 45.78M + 48.72M = HK$ 94.5M

(3.1.1.26) Primary response to risk

Compliance, monitoring and targets

☑ **Implementation of environmental best practices in direct operations**

(3.1.1.27) Cost of response to risk

1329000000

(3.1.1.28) Explanation of cost calculation

Total cost=HK$ 1.3 billion (Phase 1 and 2 station chiller replacement) + HK$ 21 million (energy storage devices) + HK$ 8 million (Station Energy Saving Inverter) = HK$ 1.329 billion.

(3.1.1.29) Description of response

Recognising the extent of our portfolio and impact, the Corporation takes an active approach in adopting more stringent energy efficiency requirements beyond compliance. For existing infrastructure, we continue to put forward asset replacement/upgrade with more energy efficient products. The first phase of chillers replacement in stations and depots was completed in 2023. We have commenced Phase 2 replacement for over 30 chillers in stations, expected to be completed in 2026, saving our chiller electricity consumption by up to 20%. We also adopt energy storage solution for the regenerative braking system in the trains of our new lines and have invested HK$21 million on the energy storage devices. The energy storage devices were installed at Tsuen Wan Depot and Kowloon Ventilation Building. The regenerative energy obtained from the braking of Electric Multiple Units (EMU) is stored in the storage devices and then back-fed to the power line for use by EMUs during acceleration. The energy consumption is estimated to be reduced by around 600 MWh per year. In 2022, we completed the installation of Station Energy Saving Inverter at Hong Kong University Station ad Lai King Traction Substation (Project Sum = HK$8M). The systems can capture total estimated average of 1,700kWh of regenerative energy per day, which may be converted to low-voltage AC electricity to power station facilities such as lighting, escalators and lifts. Our on-going energy saving efforts include, for example: (i) Exhaust fans are used to create negative pressure in the station, which draws in cool ambient air through station entrances to reduce the overall cooling demand; and (ii) Screen doors are installed to lessen the piston effect whereby moving trains pull cooled air into the tunnel and push hot air from the tunnel into the station, which in turn minimises the cooling volume on platforms.

Climate change

(3.1.1.1) Risk identifier

Select from:

☑ **Risk2**

(3.1.1.3) Risk types and primary environmental risk driver

Chronic physical

☑ **Temperature variability**

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ **Direct operations**

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ **Hong Kong SAR, China**

(3.1.1.9) Organization-specific description of risk

According to the Hong Kong Observatory, there was an increase in average temperature of 0.37 degree Celsius per decade during 1994-2024 in Hong Kong. Higher ambient temperature and more hot days/heat waves could impact our businesses in a number of ways: (i) increase demand on air-conditioning in our railway system leading to higher loading on ventilation and cooling equipment and in turn lead to higher electricity consumption and more frequent maintenance; (ii) induce track deformation or defects leading to service suspension (i.e. over 45 km of the East Rail Line is mostly open section at grade which is susceptible to the consequences of heat waves) which may require more frequent maintenance and renewal; and (iii) impact on staff well-being, especially those working outdoor such as station attendant

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ **Increased indirect [operating] costs**

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ **Short-term**

☑ Medium-term

☑ Long-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ Likely

(3.1.1.14) Magnitude

Select from:

☑ Low

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

There will be major financial implication on energy consumption, higher capacity of electrical and mechanical systems, particularly the Heat, Ventilation and Air-condition (HVAC) leading to increased cost and higher need and frequency of maintenance. In addition, track deformation or defects may lead to service suspension (the open section of the East Rail Line with route length of over 45km is more susceptible to the consequences of heat waves).

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ Yes

(3.1.1.19) Anticipated financial effect figure in the short-term – minimum (currency)

277380000

(3.1.1.20) Anticipated financial effect figure in the short-term – maximum (currency)

554760000

(3.1.1.21) Anticipated financial effect figure in the medium-term – minimum (currency)

277380000

(3.1.1.22) Anticipated financial effect figure in the medium-term – maximum (currency)

554760000

(3.1.1.23) Anticipated financial effect figure in the long-term – minimum (currency)

277380000

(3.1.1.24) Anticipated financial effect figure in the long-term – maximum (currency)

554760000

(3.1.1.25) Explanation of financial effect figure

Our expenses on energy and utilities relating to Hong Kong transport operations were HK2,289M in 2024. Assuming there will be a 1% increase in our expenses on energy and utilities in Hong Kong transport operations due to the rising trend of mean temperatures, the financial impact will be HK22.89M. Our expenses on maintenance and related works associated with Hong Kong transport operations were HK2,436M in 2024. Assuming there will be a 1% increase in our maintenance cost for assets such as chillers and rail due to the rising trend of mean temperatures, the financial impact will be HK24.36M. The revenue from our Hong Kong transport operations was HK 23,013M in 2024. Assuming there will be a 1% decrease in revenue from Hong Kong transport operations due to service disruption caused by climate change, the financial impact will be HK230.13M. Relating to staff, the increased temperature could reduce their productivity on site, or impacts their health adversely due to heat stress. Based on the above estimation, the potential financial implication for a base case (i.e. 1% increase in cost) will be: HK$ 22.89M + HK$ 24.36 + HK$ 230.13M = HK$ 277.38M in total. Assuming a maximum 2% increase in our expenses on energy and utilities and maintenance in Hong Kong transport operations and a 2% maximum decrease in revenue from Hong Kong transport operations due to service disruption caused by climate change, the financial impact will be HK$ 554.76M.

(3.1.1.26) Primary response to risk

Compliance, monitoring and targets

☑ Implementation of environmental best practices in direct operations

(3.1.1.27) Cost of response to risk

1300000000

(3.1.1.28) Explanation of cost calculation

In 2022, we completed the first phase of our programme to replace 154 chillers with 133 new chillers of more energy efficient models. Following the completion of the first phase, we commenced the second phase to replace 31 old chillers with 29 more advanced chillers. Total investment amount for both phases is HK$ 1,300 M.

(3.1.1.29) Description of response

According to the Hong Kong Observatory, there was an increase in average temperature of 0.37 degree Celsius per decade during 1994-2024 in Hong Kong. We expect the trend will continue for the short- to mid-term leading to increase demand on air-conditioning in our railway system leading to more loading on ventilation and cooling assets and in turn to higher electricity consumption. Task needs to be done: In response to climate change, we have developed a Climate Change Strategy following a 3-pronged approach. We have concentrated our efforts to provide a low-carbon transport network, improve energy efficiency and strengthen climate adaptation and resilience measures in our operations. We need to identify and implement energy efficiency measures to minimise the financial impact caused by the increased expenses on energy and utilities. Actions taken in 2024: (i) review of the capacity of E&M equipment, in particular the HVAC systems, at stations regularly or on an on-demand basis, as well as the capacity of power supply and consumption; (ii) completed in 2022 the first phase of chiller replacement with a total of 150+ chillers with better Coefficient of performance in stations/depots. The second phase of replacement was commenced to replace 31 old chillers with 29 more advanced chillers by 2026; (iii) replacement of existing lighting with LEDs in stations and trains; (iv) adoption of winter free cooling mode (i.e. using ambient air for station cooling and exhaust fans operate while chillers and intake fans are off-run); (v) provision of platform screen doors in underground stations to prevent loss of air-conditioning to trackways and thereby energy wastage; (vi) adoption of high-efficiency air-conditioning system (i.e. water-cooled air-conditioning system) where practicable for new MTR stations; and (vii) monitoring of power consumption due to hotter days and driving day-to-day energy saving measures.

Climate change

(3.1.1.1) Risk identifier

Select from:

☑ Risk3

(3.1.1.3) Risk types and primary environmental risk driver

Acute physical

☑ **Cyclone, hurricane, typhoon**

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ Hong Kong SAR, China

(3.1.1.9) Organization-specific description of risk

According to the Hong Kong Observatory, extreme precipitation and super typhoon events have become more frequent in Hong Kong. Changes in rainfall pattern and intensity brought by super typhoon, especially excessively heavy rain and flooding could impact our operations in a number of ways: (i) lead to flooding in stations (especially in underground stations), tunnel and at at-grade tracks (i.e. over 45 km of the East Rail Line is mostly open section at grade) resulting in service suspension and loss of revenue; and also incur costs on repairing or replacing equipment affected by flooding; (ii) reduce visibility and increase risk of collision of fleets/between pedestrian/road vehicles leading to service suspension and loss of revenue; (iii) limit construction activities on site, leading to potential programme delay and increased project costs due to extension of time due to inclement weather; and (iv) expose underground car park and plant rooms to flooding risk that will incur costs on repairing or replacing equipment affected by flooding.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Other, please specify :Disruption in service provision

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ More likely than not

(3.1.1.14) Magnitude

Select from:

☑ **Medium**

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Extreme rainfall events could lead to suspension of the railway operation (resulting in reduction of fare revenue), construction programme delay and increased maintenance.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ **Yes**

(3.1.1.19) Anticipated financial effect figure in the short-term – minimum (currency)

230130000

(3.1.1.20) Anticipated financial effect figure in the short-term – maximum (currency)

460260000

(3.1.1.21) Anticipated financial effect figure in the medium-term – minimum (currency)

230130000

(3.1.1.22) Anticipated financial effect figure in the medium-term – maximum (currency)

460260000

(3.1.1.23) Anticipated financial effect figure in the long-term – minimum (currency)

230130000

(3.1.1.24) Anticipated financial effect figure in the long-term – maximum (currency)

460260000

(3.1.1.25) Explanation of financial effect figure

In 2024, the fare revenue from our Hong Kong transport operations was HK$ 23,013M. Assuming there will be a 1% decrease in revenue from Hong Kong transport operations due to service disruption caused by flooding, the financial impact will be HK230.13M. Assuming a maximum of 2% decrease in the abovementioned revenue, the financial impact will be HK$ 460.26M.

(3.1.1.26) Primary response to risk

Infrastructure, technology and spending

☑ **Improve maintenance of infrastructure**

(3.1.1.27) Cost of response to risk

11486000000

(3.1.1.28) Explanation of cost calculation

In 2024, MTR invested a total of more than HK$ 11,486 million to maintain, upgrade or replace the Corporation's Hong Kong railway assets.

(3.1.1.29) Description of response

Our railway infrastructure is constructed with appropriate flood protection e.g. the entrances/exits of most MTR stations are by design at least 450mm above street level and equipped with 1.2m high flood boards, providing a first line of defense against flooding. Additionally, flood doors are installed at underground entrances/exits connecting MTR stations and other facilities as required. Flood gates are also installed at the immersed tube tunnel sections of railway tunnels where necessary to prevent the ingress of flood water, thus safeguarding the tunnels. The location of the plant rooms is carefully planned so that they would be least affected in the event of excessive rainfall. We will constantly review our design manuals and incorporate appropriate measures to strengthen the climate resilience of our railway and property infrastructures. We have also set up Customer Service Rapid Response Unit (CSRRU) and Customer Service Support Team to support daily railway operation and offer help during service failure. On construction sites, floodgates are constructed around openings to the underground to prevent flooding while pump facilities are on standby to tackle inundation. Meanwhile, the construction programme is also planned so that weather-sensitive works would be completed in dry

seasons such as delivery of oversized construction equipment. To further strengthen the capability to cope with sudden extreme rainstorms, MTR has expanded its efforts through: (i) Enhanced monitoring through installation of flood sensors at entrances/exits of stations identified with higher flooding risks. Flood boards will be deployed and flood doors will be closed to prevent flooding. Additionally, water sensors have been installed at basement carparks with emergency parking arrangements in nearby shopping malls; (ii) Completed new rounds of flood drills at all stations; and (iii) Equipped staff with additional tools for handling severe flooding.
[Add row]

(3.1.2) Provide the amount and proportion of your financial metrics from the reporting year that are vulnerable to the substantive effects of environmental risks.

Climate change

(3.1.2.1) Financial metric

Select from:
☑ OPEX

(3.1.2.2) Amount of financial metric vulnerable to transition risks for this environmental issue (unit currency as selected in 1.2)

45780000

(3.1.2.3) % of total financial metric vulnerable to transition risks for this environmental issue

Select from:
☑ 1-10%

(3.1.2.4) Amount of financial metric vulnerable to physical risks for this environmental issue (unit currency as selected in 1.2)

254490000

(3.1.2.5) % of total financial metric vulnerable to physical risks for this environmental issue

Select from:

☑ 1-10%

(3.1.2.7) Explanation of financial figures

For the transitional risk associated with increased fuel cost due to carbon pricing or switching to low-carbon fuel sources, our expenses on energy and utilities relating to Hong Kong transport operations were HK$ 2,289M in 2024. For a low case, assuming there will be a 1% increase in our expenses on energy and utilities in Hong Kong transport operations due to the rising trend of fuel cost, the financial impact will be HK$ 22.89M. For the transitional risk associated with increased fuel cost due to higher temperature, our expenses on energy and utilities relating to Hong Kong transport operations were HK$ 2,289 M in 2024. For a low case, assuming there will be a 1% increase in our expenses on energy and utilities in Hong Kong transport operations due to the rising trend of mean temperatures, the financial impact will be HK22.89M. Therefore, the total financial implication of transitional risks is: HK$ 22.89M + HK$ 22.89M = HK$ 45.78M. Extreme climate events including excessive rainfall, flooding and typhoon may lead to physical damage to asset and potential service disruption. In 2024, the fare revenue from our Hong Kong transport operations was HK$ 23,013M. Assuming there will be a 1% decrease in revenue from Hong Kong transport operations due to service disruption caused by flooding or other extreme climate events, the financial impact will be HK230.13M. Heat stress could potentially lead to increase in maintenance cost for our assets including chillers and rail tracks. Our expenses on maintenance and related works relating to Hong Kong transport operations were HK$ 2,436M. For a low case, assuming there will be a 1% increase in our expenses on equipment maintenance cost to improve the energy efficiency at stations, the financial impact will be HK$ 24.36M. Therefore, the total financial implication of physical risks is: HK$ 230.13M + HK$ 24.36M = HK$ 254.49M.

[Add row]

(3.3) In the reporting year, was your organization subject to any fines, enforcement orders, and/or other penalties for water-related regulatory violations?

	Water-related regulatory violations	Comment
	Select from: ☑ No	*No fines, enforcement orders, and/or other penalties for water-related regulatory violations in the reporting year.*

[Fixed row]

(3.5) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

Select from:

☑ No, and we do not anticipate being regulated in the next three years

(3.6) Have you identified any environmental opportunities which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

Climate change

(3.6.1) Environmental opportunities identified

Select from:

☑ Yes, we have identified opportunities, and some/all are being realized

Water

(3.6.1) Environmental opportunities identified

Select from:

☑ No

(3.6.2) Primary reason why your organization does not consider itself to have environmental opportunities

Select from:

☑ Not an immediate strategic priority

(3.6.3) Please explain

Our business and operation in Hong Kong do not have high reliance on the quantity and quality of water resources. Potable water consumption in our facilities / properties is supplied by the Water Services Department and our operations and businesses do not involve any direct withdrawal of fresh surface water or groundwater. Our operations do not impose a significant impact on water resources. Our facilities / properties including stations, depots, office buildings and shopping malls, are already served by a well-established sewage collection system in Hong Kong, which collects sewage for proper treatment before discharge. We also comply with the requirements stipulated in the wastewater discharge license.
[Fixed row]

(3.6.1) Provide details of the environmental opportunities identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Capital flow and financing

☑ Access to new financing options

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ Hong Kong SAR, China

(3.6.1.8) Organization specific description

In 2017, the Hong Kong SAR Government announced to promote the development of green finance in Hong Kong and to issue a green bond in the financial year 2018/19. The promotion of green bonds by the Government plays an important role in establishing Hong Kong as an international green finance hub and expanding the local bond market. There has been increasing demand from investors for green finance products that support the transition to low carbon economy. The increasing demand has driven more issuers to seek funding for environmental projects through capital market instruments such as green bonds. The Corporation established our Green Bond Framework and issued our first Green Bond in 2016. The green bond issuances have allowed us to tap into a new and fast growing bond investor base and hence expanded and diversified our funding sources. They have provided similar cost effective financing as traditional bonds for our

environmentally friendly services and network enhancements, primarily in relation to mitigating climate change. Building upon our 2016 Green Bond Framework, the Corporation established a Green Finance Framework in 2018 to expand the scope of green finance to include green loans and other green credit facilities. In 2020, the Green Finance Framework has been further expanded to a Sustainable Finance Framework to cover eligible projects to enhance both green (added a new category of renewable energy) and social performance.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ **Increased diversification of financial assets**

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ **Medium-term**

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☑ **Virtually certain (99–100%)**

(3.6.1.12) Magnitude

Select from:

☑ **Medium**

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

MTR's financial position benefits from its commitment to sustainable financing, including green bonds. In 2024, MTR successfully executed its inaugural public issuance of offshore Renminbi Green Bonds in two tranches totaling CNH4.5 billion. In addition, MTR also expanded its usage of ESG-linked financing formats with bilateral sustainability-linked loans ("SLLs") that incorporate sustainability linked clauses where the Corporation will enjoy a modest economic benefit if pre-agreed environmental KPIs in carbon emission intensity reduction are achieved at specific times. Up to the end of 2024, MTR has raised more than HK$44 billion equivalent of sustainable financing, including HK$ 41 billion under the Sustainable Finance Framework to fund or refinance Eligible Investments, and HK$ 3 billion of SLL for general corporate working capital.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ **Yes**

(3.6.1.19) Anticipated financial effect figure in the medium-term - minimum (currency)

44000000000

(3.6.1.20) Anticipated financial effect figure in the medium-term - maximum (currency)

44000000000

(3.6.1.23) Explanation of financial effect figures

Up to the end of 2024, MTR has raised more than HK$44 billion equivalent of sustainable financing, including HK$ 41 billion under the Sustainable Finance Framework to fund or refinance Eligible Investments, and HK$ 3 billion of SLL for general corporate working capital.

(3.6.1.24) Cost to realize opportunity

0

(3.6.1.25) Explanation of cost calculation

Manpower resources for the issuance of green bonds have been absorbed by relevant functions. No additional headcount has been deployed. The cost of issuing green bonds is therefore considered insignificant.

(3.6.1.26) Strategy to realize opportunity

Situation: In 2017, the HKSAR Government announced to promote the development of green finance in Hong Kong and to issue a green bond in the financial year 2018/19. The promotion of green bonds by the Government has played an important role in establishing HKSAR as an international green finance hub and expanding the local bond market. This encourages more issuers to arrange financing for their green projects through the capital markets and attracted more stakeholders to look into the new investment opportunities. Strategy: We set up a Green Bond Framework in 2016 in alignment with the Green Bond Principles issued by the International Capital Market Association to integrate environmental, social and corporate governance into our financing and decision-making processes. In order to realise the opportunity of the emerging marketing of diversified green finance products in HKSAR, we expanded our green bond framework to cover other forms of green finance, factoring in components recommended in the Green Loan Principles issued by the Asia Pacific Loan Market Association. Actions Taken: Building upon our

2016 Green Bond Framework, the Corporation established a Green Finance Framework in 2018 to expand the scope of green finance to include green loans and other green credit facilities. In 2020, we put in place a Sustainable Finance Framework to cover a wider range of financing transactions where the proceeds are used for furthering the development of sustainable urban infrastructure in support of the UN Sustainable Development Goals. The Framework sets out how the Corporation uses the proceeds of green finance to invest in projects and facilities that will result in enhanced service levels and environmental performance over the longer term. The arrangement of Sustainable Finance is an integral part of MTR's financing strategy and reflects our commitment to sustainable development. Results: Since 2016, MTR has raised sustainable finance of more than HK$ 44 billion up to the end of 2024, which was a key part of our financing strategy for funding railway asset replacement, energy efficiency improvement and railway service enhancement projects. Of the HK$ 44 billion raised, HK$ 3 billion was for general corporate working capital.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp2

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Products and services

☑ **Other products and services opportunity, please specify :Increased revenue through demand for lower carbon products and services.**

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ Hong Kong SAR, China

(3.6.1.8) Organization specific description

In 2014, the HKSAR Government issued the Railway Development Strategy 2014 (RDS 2014) and planned to further expand the railway network up to 2030+ by including 7 new railway lines, extensions and stations (referred to as RDS 1-7 below). In 2021, the Hong Kong Government published Hong Kong's Climate Action Plan 2050, which commended MTR's rail network is the backbone of Hong Kong's low-carbon public transport network. The Corporation made progress on a number of projects recommended under the RDS 2014 framework. For Tung Chung Line Extension (RDS 1), construction work commenced in 2023 and targeted to be completed in 2029. For Tuen Mun South Extension (RDS 2), construction commenced in 2023 and targeted to be completed in 2030. For Kwu Tung Station (one of the stations under RDS 3), the construction was commenced in 2023 for completion in 2027. For the Northern Link Main Line and associated stations (RDS 3), the Corporation signed the Project Agreement with the HKSAR Government for the financing and construction of parts of the Northern Link Main Line, with detailed design and planning of the Northern Link Spur Line commenced. Both Northern Link Main Line and Spur Line are targeted for opening by 2034. Regarding the Hung Shui Kiu Station (RDS 4), construction was commenced in 2024 for completion in 2030. We are working closely with Government regarding the East Kowloon Line (RDS 5), North Island Line (RDS 6), and the South Island Line (West) (RDS 7).

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ **Increased revenues resulting from increased demand for products and services**

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ **Medium-term**

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☑ **Virtually certain (99–100%)**

(3.6.1.12) Magnitude

Select from:

☑ **High**

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

The extension in network will increase the revenues generated from domestic services of Hong Kong transport operations.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ Yes

(3.6.1.19) Anticipated financial effect figure in the medium-term - minimum (currency)

23013000000

(3.6.1.20) Anticipated financial effect figure in the medium-term - maximum (currency)

23013000000

(3.6.1.23) Explanation of financial effect figures

The detailed financial implications depend on the context and scale of the projects and on the agreed terms of projects to be built and operated. Nevertheless, the launch of new rail projects has critical financial significance to the Corporation. In 2024, the revenue generated from domestic service of Hong Kong transport operations is HK$ 23,013 million, of which HK$ 14,507 million is generated from domestic service in 2024 and the average fare for domestic service in 2024 was HK$ 8.67. Domestic service covers the following rail lines: Kwun Tong, Tsuen Wan, Island, South Island, Tung Chung, Tseung Kwan O, Disneyland Resort, East Rail (excluding Cross-boundary Service), and Tuen Ma Lines.

(3.6.1.24) Cost to realize opportunity

83100000000

(3.6.1.25) Explanation of cost calculation

Based on the HKSAR Government information and the project proposal submitted by MTR, the capital cost estimate for the KTU and TME project is about HK$ 9.8 billion and HK$ 15.8 billion respectively (in July 2023 prices). The capital cost estimate for the TUE is HK$ 19.5 billion (in December 2020 prices). The estimated capital costs of the HSK Station is about $6.6 billion (in September 2024 prices). For NOL, the estimated capital cost for Part 1 of the project is about HK$ 31.4 billion. Total cost: HK$ 9.8 billion + HK$ 15.8 billion + HK$ 19.5 billion + HK$ 6.6 billion + HK$ 31.4 billion = HK$ 83.1 billion.

(3.6.1.26) Strategy to realize opportunity

In Hong Kong, the Corporation supports the Transport and Logistics Bureau in the process of delivering the Railway Development Strategy 2014 (RDS 2014), providing technical expertise in terms of development new railway lines and their connections to the existing network. Seven new railway projects were proposed

under the RDS 2014. We are now taking forward 4 of these projects, namely the Tuen Mun South (TMS) Extension, the Northern Link (and Kwu Tung Station), the Tung Chung Line (TCL) Extension, and the Hung Shui Kiu Station. The economic benefits accrued to transport infrastructure is generally measured in terms of time saving to road users. It is estimated that the TMS Extension will save the public a cumulative total of about 300 million hours over 50 years of operation. The economic benefits, including the estimated time saving, operating cost savings of other public transport vehicles and cost savings due to reduction in accidents, of the TMS Extension are estimated to be about HK$28 billion in 2015 prices. It is estimated that the TCL Extension will save the public a cumulative total of about 792 million hours over 50 years of operation. The economic benefits, including the time saving, public transport vehicle operating cost savings, and accident cost savings over 50 years of operation, of the TCL Extension are estimated to be about HK$61.4 billion in 2016 prices.
[Add row]

(3.6.2) Provide the amount and proportion of your financial metrics in the reporting year that are aligned with the substantive effects of environmental opportunities.

Climate change

(3.6.2.1) Financial metric

Select from:
☑ CAPEX

(3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

7400000000

(3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:
☑ 41-50%

(3.6.2.4) Explanation of financial figures

As disclosed in our Sustainable Finance Report 2024, in 2024 sustainable finance of over HK$ 7.4 billion was arranged to fund projects for energy conservation, environmental protection, as well as the enhancement and expansion of low carbon railway services under our Sustainable Finance Framework. In 2024, the capital expenditure associated with purchase of assets for Hong Kong transport and related operations (HK$ 11,486 M); Hong Kong railway extension projects (HK$ 5,817

M); Investment property projects and fitting out work (HK$ 666). The total amount of relevant capital expenditure is therefore HK$ 17,969M. The % of sustainable financial expenditure: 7,400 / 17,969 = 41.2% (rounded to 41%).
[Add row]

C4. Governance

(4.1) Does your organization have a board of directors or an equivalent governing body?

(4.1.1) Board of directors or equivalent governing body

Select from:

☑ Yes

(4.1.2) Frequency with which the board or equivalent meets

Select from:

☑ More frequently than quarterly

(4.1.3) Types of directors your board or equivalent is comprised of

Select all that apply

☑ Executive directors or equivalent

☑ Non-executive directors or equivalent

☑ Independent non-executive directors or equivalent

(4.1.4) Board diversity and inclusion policy

Select from:

☑ Yes, and it is publicly available

(4.1.5) Briefly describe what the policy covers

MTR is committed to equality of opportunity in all aspects of its business and does not discriminate on the grounds of race, gender, disability, nationality, religious or philosophical belief, age, sexual orientation, family status or any other factor. MTR continuously seeks to enhance the effectiveness of its Board and to maintain the highest standards of corporate governance and recognises and embraces the benefits of diversity in the boardroom. MTR sees diversity as a wide concept and believes that a diversity of perspectives can be achieved through consideration of a number of factors, including but not limited to skills, regional and industry

experience, background, race, gender and other qualities. In informing its perspective on diversity, MTR will also take into account factors based on its own business model and specific needs from time to time. MTR endeavours to ensure that its Board has the appropriate balance of skills, experience and diversity of perspectives that are required to support the execution of its business strategy and in order for the Board to be effective. MTR is committed to maintaining a Board with its majority made up of Independent Non-executive Directors, together with an appropriate level of female Members. The Board will seek opportunities to increase the proportion of female Members over time and will actively seek to ensure that, at any time, no less than 25% of its Directors are female.

(4.1.6) Attach the policy (optional)

4.1 e_Board_Diversity_Policy 2025.pdf
[Fixed row]

(4.1.1) Is there board-level oversight of environmental issues within your organization?

	Board-level oversight of this environmental issue
Climate change	*Select from:* ☑ **Yes**
Water	*Select from:* ☑ **Yes**
Biodiversity	*Select from:* ☑ **Yes**

[Fixed row]

(4.1.2) Identify the positions (do not include any names) of the individuals or committees on the board with accountability for environmental issues and provide details of the board's oversight of environmental issues.

Climate change

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☑ Board chair

☑ Chief Executive Officer (CEO)

☑ Other C-Suite Officer

☑ Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☑ Board Terms of Reference

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ Scheduled agenda item in every board meeting (standing agenda item)

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Overseeing the setting of corporate targets

☑ Monitoring progress towards corporate targets

☑ Approving corporate policies and/or commitments

☑ Overseeing and guiding public policy engagement

☑ Overseeing and guiding major capital expenditures

☑ Monitoring the implementation of a climate transition plan

☑ Overseeing and guiding acquisitions, mergers, and divestitures

☑ Monitoring compliance with corporate policies and/or commitments

☑ Overseeing and guiding the development of a climate transition plan

(4.1.2.7) Please explain

MTR's Board level Environmental & Social Responsibility (E&SR) Committee, led by the Chairman of the Corporation, holds the ultimate responsibility for providing strategic guidance and reviewing our environmental and social practices and performance, including matters related to climate change. The Board level E&SRC meets at least twice a year to review and monitor corporate-wide implementation of the Environmental & Social Responsibility Policy and related environmental and social initiatives, including responses to climate change. Climate-related issues including MTR's science-based carbon reduction targets are discussed in the E&SR Committee meeting. The Chairman guides the E&SR Committee to provide strategic guidance to address climate-related issues for the Corporation and review the climate-related best practices and performance. For instance, the Board approved the Corporate Strategy in June 2020 introducing clearly defined environmental and social objectives, including Greenhouse Gas Emissions Reduction, to set out the direction of our future development. In March 2022, the Board has endorsed to set science-based targets for our railway and property businesses in Hong Kong for 2030 with the longer-term goal of achieving carbon neutrality by 2050. The targets were approved by the Science Based Targets initiative (SBTi) in April 2023. Progress towards the Corporation's 2030 science-based targets is also reported in the meetings.

Water

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☑ **Board chair**

☑ **Chief Executive Officer (CEO)**

☑ **Other C-Suite Officer**

☑ **Board-level committee**

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☑ **Yes**

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☑ **Board Terms of Reference**

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ **Scheduled agenda item in some board meetings – at least annually**

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Overseeing the setting of corporate targets

☑ Monitoring progress towards corporate targets

☑ Approving corporate policies and/or commitments

☑ Overseeing and guiding public policy engagement

☑ Overseeing and guiding major capital expenditures

☑ Overseeing and guiding acquisitions, mergers, and divestitures

☑ Monitoring compliance with corporate policies and/or commitments

(4.1.2.7) Please explain

Similar to our climate-related issues, the Board-level E&SRC holds the ultimate responsibility for providing strategic guidance and reviewing our environmental and social practices and performance, including water-related issues. It has the mandate to monitor and implement the Environmental & Social Responsibility Policy, identify any emerging issues and provide regular updates for the Board.

Biodiversity

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☑ Board chair

☑ Chief Executive Officer (CEO)

☑ Other C-Suite Officer

☑ Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☑ Board Terms of Reference

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ Sporadic – agenda item as important matters arise

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Overseeing the setting of corporate targets

☑ Monitoring progress towards corporate targets

☑ Approving corporate policies and/or commitments

☑ Overseeing and guiding public policy engagement

☑ Overseeing and guiding major capital expenditures

☑ Overseeing and guiding acquisitions, mergers, and divestitures

☑ Monitoring compliance with corporate policies and/or commitments

(4.1.2.7) Please explain

To conserve natural habitats and nurture biodiversity, we adhere to our Environmental & Social Responsibility (E&SR) Policy including the protection of ecologically sensitive areas. We are committed to complying with relevant environmental legislations and requirements, and avoiding and minimising adverse impacts on ecology and biodiversity relating to our operations, including our new development projects. Similar to our climate-related issues, the Board level E&SRC holds the ultimate responsibility for providing strategic guidance and reviewing our environmental and social practices and performance, including nature-related issues. It has the mandate to monitor and implement the Environmental & Social Responsibility Policy, identify emerging issues and provide regular updates for the Board.
[Fixed row]

(4.2) Does your organization's board have competency on environmental issues?

Climate change

(4.2.1) Board-level competency on this environmental issue

Select from:

☑ Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

☑ Consulting regularly with an internal, permanent, subject-expert working group

☑ Having at least one board member with expertise on this environmental issue

(4.2.3) Environmental expertise of the board member

Academic

☑ Undergraduate education (e.g., BSc/BA in environment and sustainability, climate science, environmental science, water resources management, environmental engineering, forestry, etc.), please specify :Environmental Studies (Urban and Regional Planning)

Water

(4.2.1) Board-level competency on this environmental issue

Select from:

☑ Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

☑ Consulting regularly with an internal, permanent, subject-expert working group

☑ Having at least one board member with expertise on this environmental issue

(4.2.3) Environmental expertise of the board member

Academic

☑ Undergraduate education (e.g., BSc/BA in environment and sustainability, climate science, environmental science, water resources management, environmental engineering, forestry, etc.), please specify :Environmental Studies (Urban and Regional Planning)

[Fixed row]

(4.3) Is there management-level responsibility for environmental issues within your organization?

	Management-level responsibility for this environmental issue
Climate change	*Select from:* ☑ Yes
Water	*Select from:* ☑ Yes
Biodiversity	*Select from:* ☑ Yes

[Fixed row]

(4.3.1) Provide the highest senior management-level positions or committees with responsibility for environmental issues (do not include the names of individuals).

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Executive Officer (CEO)

(4.3.1.2) Environmental responsibilities of this position

Engagement

☑ Managing public policy engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a business strategy which considers environmental issues

☑ Developing a climate transition plan

☑ Managing acquisitions, mergers, and divestitures related to environmental issues

☑ Managing annual budgets related to environmental issues

☑ Managing major capital and/or operational expenditures relating to environmental issues

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Half-yearly

(4.3.1.6) Please explain

CEO has the overall responsibilities on the Corporation including ESG. CEO leads the Executive Committee to review and endorse top ESG risks (including climate risks) and the control measures quarterly; and the corporate climate change risks map annually as well as evaluate the effectiveness of mitigation measures in addressing climate risks. CEO also sits on the Board-level E&SR Committee to facilitate board members to review and monitor corporate-wide implementation of the E&S Objectives and related initiatives, including climate-related issues. As a member of the Board-level E&SR Committee, CEO provides insights to formulate strategic direction to address climate-related issues for the Corporation after taking relevant climate risks and opportunities into consideration as well as the performance of GHG reduction. The Board-level E&SR Committee will also allocate an annual ESG Fund to support ESG projects, including climate-related projects.

Water

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Executive Officer (CEO)

(4.3.1.2) Environmental responsibilities of this position

Engagement

☑ Managing public policy engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a business strategy which considers environmental issues

☑ Developing a climate transition plan

☑ Managing acquisitions, mergers, and divestitures related to environmental issues

☑ Managing annual budgets related to environmental issues

☑ Managing major capital and/or operational expenditures relating to environmental issues

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Half-yearly

(4.3.1.6) Please explain

CEO has the overall responsibilities on the Corporation including ESG. CEO leads the Executive Committee to review and endorse top ESG risks (including any climate-related risks such as water security) and the control measures quarterly; and the corporate climate change risks map annually as well as evaluate the effectiveness of mitigation measures in addressing climate risks. CEO also sits on the Board-level E&SR Committee to facilitate board members to review and monitor corporate-wide implementation of the E&S Objectives and related initiatives. As a member of the Board-level E&SR Committee, CEO provides insights to formulate strategic direction to address ESG issues for the Corporation. The Board-level E&SR Committee will also allocate an annual ESG Fund to support ESG projects, including water conservation projects.

Biodiversity

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Executive Officer (CEO)

(4.3.1.2) Environmental responsibilities of this position

Engagement

☑ Managing public policy engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a business strategy which considers environmental issues

☑ Developing a climate transition plan

☑ Managing acquisitions, mergers, and divestitures related to environmental issues

☑ Managing annual budgets related to environmental issues

☑ Managing major capital and/or operational expenditures relating to environmental issues

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Half-yearly

(4.3.1.6) Please explain

CEO has the overall responsibilities on the Corporation including ESG. CEO leads the Executive Committee to review and endorse top ESG risks (including any climate-related risks such as biodiversity) and the control measures quarterly; and the corporate climate change risks map annually as well as evaluate the effectiveness of mitigation measures in addressing climate risks. CEO also sits on the Board-level E&SR Committee to facilitate board members to review and monitor corporate-wide implementation of the E&S Objectives and related initiatives. As a member of the Board-level E&SR Committee, CEO provides insights to formulate strategic direction to address ESG issues for the Corporation. The Board-level E&SR Committee will also allocate an annual ESG Fund to support ESG projects, including biodiversity preservation projects. The Corporation has also raised sustainable finance to fund green projects, including management of our Lok Ma Chau wetland.
[Add row]

(4.5) Do you provide monetary incentives for the management of environmental issues, including the attainment of targets?

Climate change

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

☑ Yes

(4.5.2) % of total C-suite and board-level monetary incentives linked to the management of this environmental issue

35

(4.5.3) Please explain

We have identified climate-related risks under our ERM framework stating the possible impacts on our operations. Climate-related risks may affect our operations and thus hinder us to achieve the targets stipulated in our Operating Agreement and our own Customer Service Pledges, which are directly linked to the performance of the corporate executive team and will be reflected in their annual pay review and the Discretionary Award. Target incentive levels for the Chief Executive Officer and other Members of the Executive Directorate represent approximately 25-35% of total cash compensation. We have identified three Environmental and Social Objectives (E&SO). Under these objectives, we have clearly defined 10 focus areas and a set of KPIs, including 18 KPIs related to reducing GHG emissions in 2024. Selected KPIs are linked to the performance of respective members of the corporate executive team and will be reflected in their annual pay review and the Discretionary Award.

Water

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

☑ **No, and we do not plan to introduce them in the next two years**

(4.5.3) Please explain

Our business and operation in Hong Kong do not have any particularly high dependency or impact on water resources. Potable water consumption in our facilities / properties is supplied by the Water Services Department and our operations and businesses do not involve any direct withdrawal of fresh surface water or groundwater. Our operations do not impose a significant impact on water resources. Our facilities / properties including stations, depots, office buildings and shopping malls, are already served by a well-established sewage collection system in Hong Kong, which collects sewage for proper treatment before discharge. We also comply with the requirements stipulated in the wastewater discharge license.
[Fixed row]

(4.5.1) Provide further details on the monetary incentives provided for the management of environmental issues (do not include the names of individuals).

Climate change

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ **Corporate executive team**

(4.5.1.2) Incentives

Select all that apply

☑ **Bonus - % of salary**

(4.5.1.3) Performance metrics

Targets

☑ **Progress towards environmental targets**

☑ **Achievement of environmental targets**

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ **Short-Term Incentive Plan, or equivalent, only (e.g. contractual annual bonus)**

(4.5.1.5) Further details of incentives

Target incentive levels for the Chief Executive Officer and other Members of the Executive Directorate represent approximately 25-35% of total cash compensation.

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

We have identified climate-related risks under our ERM framework stating the possible impacts on our operations and the associated mitigation actions. Climate-related risks may affect our operations and thus hinder us to achieve the targets stipulated in our Operating Agreement with the Hong Kong SAR Government and our own Customer Service Pledges, which are directly linked to the performance of the corporate executive team and will be reflected in their annual pay review and the Discretionary Award. As part of our Corporate Strategy, we have identified three Environmental and Social Objectives to embed ESG into our operation and management approaches. Reducing GHG emissions is one of the three objectives. Under these objectives, we have clearly defined 10 focus areas and a set of key performance indicators (KPIs) that we can create a greater impact for society. In 2024, we have set 18 KPIs related to reducing GHG emissions, including the longer-

term goal of achieving carbon neutrality by 2050. Selected KPIs are linked to the performance of respective members of the corporate executive team and will be reflected in their annual pay review and the Discretionary Award.
[Add row]

(4.6) Does your organization have an environmental policy that addresses environmental issues?

	Does your organization have any environmental policies?
	Select from: ☑ Yes

[Fixed row]

(4.6.1) Provide details of your environmental policies.

Row 1

(4.6.1.1) Environmental issues covered

Select all that apply

☑ Climate change

☑ Water

☑ Biodiversity

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

☑ Downstream value chain

(4.6.1.4) Explain the coverage

As a low-carbon public transport provider, MTR is committed to managing our environmental footprint and achieving carbon neutrality. Our Environmental & Social Responsibility ("E&SR") Policy highlights our commitment to manage and mitigate the environmental impacts of our business and operation taking into account resource use, biodiversity and climate change by developing three Environmental and Social objectives. The E&SR Policy lays down a solid foundation to incorporate sustainability considerations into the entire lifecycle of our projects and operations. Our policy also explains our commitments to engage with various stakeholders including our business partners to enhance their ESG performance.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to comply with regulations and mandatory standards

☑ Commitment to take environmental action beyond regulatory compliance

☑ Commitment to stakeholder engagement and capacity building on environmental issues

Climate-specific commitments

☑ Other climate-related commitment, please specify :Achieve Science-based Targets for 2030 and carbon neutrality by 2050

Social commitments

☑ Commitment to promote gender equality and women's empowerment

☑ Other social commitment, please specify :Promoting universal basic mobility, diversity and inclusion, and equal opportunities, as well as creating development opportunities for our employees, business partners, enhancing future skills and promoting innovations.

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ Yes, in line with the Paris Agreement

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

4.6.1 - mtr_corporation_e&sr_policy_eng.pdf

Row 2

(4.6.1.1) Environmental issues covered

Select all that apply

☑ Climate change

☑ Water

☑ Biodiversity

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Upstream value chain

(4.6.1.4) Explain the coverage

The Green Procurement Policy aims at providing the staff engaged in procurement activities with guiding principles when making green procurement decisions. It further promotes and supports the environmental protection initiatives in the supply chain.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to a circular economy strategy

☑ Commitment to comply with regulations and mandatory standards

☑ Commitment to take environmental action beyond regulatory compliance

Water-specific commitments

☑ Commitment to reduce water consumption volumes

Additional references/Descriptions

☑ Description of environmental requirements for procurement

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ No, but we plan to align in the next two years

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

4.6.1 - green-procurement-policy.pdf
[Add row]

(4.10) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

(4.10.1) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

Select from:

☑ **Yes**

(4.10.2) Collaborative framework or initiative

Select all that apply

☑ **Science-Based Targets Initiative (SBTi)**

☑ **Other, please specify :Manifesto for Energy Efficiency in Buildings launched by World Business Council for Sustainable Development**

(4.10.3) Describe your organization's role within each framework or initiative

In April 2023, the Science Based Targets initiative (SBTi) officially approved MTR's science-based targets (SBTs) for reducing greenhouse gas (GHG) emissions by 2030. Under the SBTi-approved reduction targets, Scope 1, 2 and 3 well-to-wheel GHG emissions from rail transport of the Corporation will be reduced by 46.2% per passenger kilometre, while Scope 1 and 2 GHG emissions from investment properties will be reduced by 58.6% per square metre of floor area by 2030, from a 2019 base year. In addition, the Corporation will reduce absolute Scope 3 GHG emissions by 13.5% within the same timeframe. These targets are in line with a well-below 2°C trajectory. In addition, MTR is a signatory of Manifesto for Energy Efficiency in Buildings launched by World Business Council for Sustainable Development. We strive to integrate environmentally conscious features into our projects as far as practicable during the design, planning, construction and operation of new lines, buildings and properties. We aim to achieve a minimum of BEAM Plus Gold accreditation for all our future new stations and new residential development projects. In 2023, we attained BEAM Plus Provisional Gold accreditation or above for seven new stations. When these new stations are put into service in future, it is expected that each new station can achieve an average reduction of approximately 20% in carbon emissions per year when compared with traditional stations, which is equivalent to approximately 900 tonnes of carbon emissions. Notably, Hin Keng station, where various green design features such as solar panels and green roof are incorporated into the station design, is the first railway station globally to receive an "Excellent" rating under the Building Research Establishment Environmental Assessment Method (BREEAM) In-Use certification. BEAM Plus is a comprehensive environmental assessment tool for buildings, recognised by the Hong Kong Green Building Council and established by the local construction industry. It is widely recognised as an authoritative tool for evaluating green buildings in industry. [Fixed row]

(4.11) In the reporting year, did your organization engage in activities that could directly or indirectly influence policy, law, or regulation that may (positively or negatively) impact the environment?

(4.11.1) External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the environment

Select all that apply

☑ **Yes, we engaged directly with policy makers**

☑ Yes, we engaged indirectly through, and/or provided financial or in-kind support to a trade association or other intermediary organization or individual whose activities could influence policy, law, or regulation

(4.11.2) Indicate whether your organization has a public commitment or position statement to conduct your engagement activities in line with global environmental treaties or policy goals

Select from:

☑ Yes, we have a public commitment or position statement in line with global environmental treaties or policy goals

(4.11.3) Global environmental treaties or policy goals in line with public commitment or position statement

Select all that apply

☑ Paris Agreement

(4.11.4) Attach commitment or position statement

4.11 - Climate_Change_Strategy.pdf

(4.11.5) Indicate whether your organization is registered on a transparency register

Select from:

☑ No

(4.11.8) Describe the process your organization has in place to ensure that your external engagement activities are consistent with your environmental commitments and/or transition plan

The Corporation recognises the risks posed by climate change and the importance of reducing its carbon emissions. In April 2023, our carbon reduction targets for 2030 were validated and approved by Science Based Targets initiative (SBTi). In long term, we strive to achieve carbon neutrality by 2050. To realise the targets, we have actively supported investments in innovative carbon reduction technologies, adopting innovations that enhance energy efficiency, and fostering partnership with key stakeholders across our value chain. This includes collaboration with our suppliers, contractors and tenants who play an important role in reducing our Scope 3 carbon footprint. We have engaged a wide range of internal and external stakeholders throughout the process of developing and implementing our science-based carbon reduction targets. We will continue to engage our stakeholders that could either directly or indirectly influence climate-related policy, law or regulation. [Fixed row]

(4.11.1) On what policies, laws, or regulations that may (positively or negatively) impact the environment has your organization been engaging directly with policy makers in the reporting year?

Row 1

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

The Corporation was the headline sponsor of one of the theatres at ReThink HK 2024 held in September 2024, a leading event on Hong Kong's sustainable development. The event enabled connection and engagement with sustainability professionals including government representatives to exchange insights, share best practices and foster collaboration on multiple sustainability issues including climate change and waste management, in support of achieving Hong Kong's goal of carbon neutrality by 2050.

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☑ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Environmental impacts and pressures

☑ Emissions – CO2

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☑ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☑ Hong Kong SAR, China

(4.11.1.6) Your organization’s position on the policy, law, or regulation

Select from:

☑ Support with no exceptions

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☑ Discussion in public forums

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

The HKSAR government released the Hong Kong's Climate Action Plan 2050 in Oct 2021, setting out Hong Kong’s overall strategies and targets for combating climate change and achieving carbon neutrality before 2050. In support of the Hong Kong’s goal to achieve carbon neutrality, we have established our carbon reduction targets for 2030 which are endorsed by the Science-based Target initiative (SBTi), and formulated carbon reduction roadmap to support achieving our 2030 carbon reduction targets. Achieving the 2030 targets would provide a pathway for achieving the longer term goal of carbon neutrality by 2050. The success of the ReThink 2024 event can be evaluated by the number of attendees, with over 8,500 attendees participated in the two-day event.

(4.11.1.11) Indicate if you have evaluated whether your organization’s engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 3

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

The HKSAR government released the Hong Kong's Climate Action Plan 2050 in Oct 2021, setting out Hong Kong's overall strategies and targets for combating climate change and achieving carbon neutrality before 2050.

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☑ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Environmental impacts and pressures

☑ Emissions – CO2

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☑ Sub-national

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☑ Hong Kong SAR, China

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☑ Support with no exceptions

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☑ Regular meetings

☑ Ad-hoc meetings

☑ Participation in working groups organized by policy makers

☑ Responding to consultations

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

Our Executive Directorate is a member of the Carbon Neutrality and Sustainable Development, which advises the HKSAR Government on decarbonisation strategies and promote participation in deep decarbonisation by different sectors of the community, including: (i) to advise the Government on the strategies for leading Hong Kong towards the goal of carbon neutrality before 2050 and the interim target to halve carbon emissions before 2035 from the 2005 level; (ii) to advise the Government on the priority areas it should address in promoting sustainable development; (iii) to promote public awareness and understanding of climate change, carbon neutrality and the principles of sustainable development; and (iv) to facilitate community participation in climate action and the promotion of sustainable development.

(4.11.1.11) Indicate if you have evaluated whether your organization’s engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 4

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

For railway development projects which are classified as Designated Projects under the Environmental Impact Assessment Ordinance (EIAO), MTR conducts Water Quality Impact Assessments as part of the EIA process, in accordance with the EIAO Technical Memorandum issued by the EPD. The process involves close collaborations and engagement with EPD to identify Water Sensitive Receivers, assessing and monitoring potential water quality impact and developing the associated mitigation measures.

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☑ Water

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Environmental impacts and pressures

☑ Water pollution

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☑ Sub-national

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☑ Hong Kong SAR, China

(4.11.1.6) Your organization’s position on the policy, law, or regulation

Select from:

☑ Support with no exceptions

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☑ Other, please specify :Meetings with government departments

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

The EIA process has provided the important opportunities for project proponents to engage with external stakeholders (e.g. public, environmental groups) in the project planning stage, ensuring their concerns are properly considered during early stage of projects. The EIA process provides the information about the potential environmental impacts, including any water quality impacts, associated with the construction and operation of our railway development projects, informing the need for implementing mitigation measures to minimise the impacts. Undergoing the EIA process for our railway projects has also fulfilled our commitments under MTR's Environmental and Social Responsibility Policy, which includes our specific commitments to complying with regulations, keeping pace with best practices, managing and minimising the environmental impacts of our business.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☑ No, we have not evaluated

[Add row]

(4.11.2) Provide details of your indirect engagement on policy, law, or regulation that may (positively or negatively) impact the environment through trade associations or other intermediary organizations or individuals in the reporting year.

Row 1

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Global

☑ Other global trade association, please specify :International Association of Public Transport (UITP)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

The International Association of Public Transport (UITP) acknowledges that addressing the issue of climate change is a key topic for all, and for transport in particular. At present carbon dioxide from transport is growing despite improvements in technology and fuels due to the sheer increase of a number of trips made. As mobility continues to be a fundamental necessity of the 21st century living, public transport is vital for future development and the sector is making significant efforts to ensure that it is able to help ensure citizens today enjoy high quality of life in a safe and healthy environment. The UITP Charter on Sustainable Development is to increase awareness within the sector, to take decisions understanding the impact and determining a good balance in terms of social justice, environmental protection and economic sense. UITP has formed a Working Group on Climate Change under its Sustainable Development Committee to raise members' awareness and preparedness in relation to climate change mitigation, adaptation and resilience. MTR is a member of the Sustainable Development Committee and supports the UITP Declaration on Climate Leadership which demonstrates the industry's responsibility to act and its commitment to climate leadership. By supporting the declaration, MTR commits to leading by example in the transport sector through incorporating carbon reduction considerations into our operations.

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

0

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ **Yes, we have evaluated, and it is aligned**

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ **Paris Agreement**

Row 2

(4.11.2.1) Type of indirect engagement

Select from:

☑ **Indirect engagement via a trade association**

(4.11.2.4) Trade association

Asia and Pacific

☑ Other trade association in Asia and Pacific, please specify :Hong Kong Green Building Council (HKGBC)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

☑ Water

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

Hong Kong Green Building Council (HKGBC) is a non-profit, member-led organisation established in 2009, which strives to promote the standards and development of sustainable buildings in Hong Kong. It aims to raise green building awareness by engaging the public, the industry and the government, and to develop practical solutions for Hong Kong's unique, subtropical built environment of high-rise, high density urban area, leading Hong Kong to a world's exemplar of green building development. As one of HKGBC's green building tools, BEAM Plus is a comprehensive green building assessment scheme in Hong Kong covering multiple sustainability aspects including carbon reduction and water use. Seven of our upcoming new MTR stations have successfully attained BEAM Plus New Buildings Provisional Gold or above certification. When these new stations are put into service in the future, it is expected that each new station can achieve an average reduction of approximately 20% in carbon emissions per year when compared with traditional stations. BEAM Plus also covers requirements on water use, promoting the use of water efficiency measures, water harvesting and recycling of grey water, and measures to reduce volume of effluent in buildings. These requirements align with the goals of UN Sustainable Development Goal 6.

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

0

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

☑ Sustainable Development Goal 6 on Clean Water and Sanitation

Row 3

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Asia and Pacific

☑ Other trade association in Asia and Pacific, please specify :Hong Kong Construction Industry Council (CIC)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ **Climate change**

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ **Consistent**

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ **Yes, we publicly promoted their current position**

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

One of the objectives of the Construction Industry Council (CIC) is to promote good practices in the construction industry in relation to environmental protection, sustainable construction and other areas conducive to improving construction quality. As buildings are the major contributor to greenhouse gas (GHG) emissions in Hong Kong, they pose both challenges and opportunities for reduction of GHG emission. In this respect, the CIC plays a key role in promoting the industrial best practices on embodied carbon footprint reduction. One of its latest initiatives is to set up an embodied carbon database for construction materials commonly used in Hong Kong. We support the initiative and encourage our contractors in railway extension projects to monitor and report their embodied carbon footprint through CIC's carbon data reporting tool. Additionally, we encourage our contractors to use low-carbon construction materials in our railway development projects. In 2024, we elaborated and updated the technical requirements and application of Ground Granulated Blast-furnace Slag (GGBS) in the materials and workmanship specification for civil engineering works, which will be applicable to the new railway projects.

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

0

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 4

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Asia and Pacific

☑ Other trade association in Asia and Pacific, please specify :Business Environment Council (BEC)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

Business Environment Council (BEC) is an independent, charitable membership organisation. One of BEC's focuses is climate change and Climate Change Business Forum (CCBF) Advisory Group has been formed with the aim to promote the awareness of climate change, mitigation and adaptation amongst the BEC membership and generally amongst the Hong Kong business community. On this platform, BEC explores opportunities and risks of climate change, discusses climate-related policies and regulations to convey to government, funds research and shares best practices with greater business community. MTR is a member of the CCBF.

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

0

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

[Add row]

(4.12) Have you published information about your organization’s response to environmental issues for this reporting year in places other than your CDP response?

Select from:
☑ Yes

(4.12.1) Provide details on the information published about your organization’s response to environmental issues for this reporting year in places other than your CDP response. Please attach the publication.

Row 1

(4.12.1.1) Publication

Select from:
☑ In mainstream reports, in line with environmental disclosure standards or frameworks

(4.12.1.2) Standard or framework the report is in line with

Select all that apply
☑ GRI
☑ IFRS
☑ TCFD
☑ TNFD
☑ Other, please specify :Hong Kong Exchanges and Clearing Limited’s Environmental, Social and Governance Reporting Code

(4.12.1.3) Environmental issues covered in publication

Select all that apply
☑ Climate change
☑ Water
☑ Biodiversity

(4.12.1.4) Status of the publication

Select from:

☑ Complete

(4.12.1.5) Content elements

Select all that apply

☑ Strategy

☑ Governance

☑ Emission targets

☑ Emissions figures

☑ Risks & Opportunities

☑ Value chain engagement

☑ Public policy engagement

☑ Water accounting figures

☑ Content of environmental policies

(4.12.1.6) Page/section reference

Please refer to the Content Index section of the Sustainability Report which includes the references to disclosure requirements of the Hong Kong Exchanges and Clearing Limited's ESG Reporting Code; GRI Standards; International Association of Public Transport Sustainability Reporting Guide; ISO 26000 Guidance on Social Responsibility; World Economic Forum's Stakeholder Capitalism Metrics, and the International Sustainability Standards Board's IFRS S1 and IFRS S2 disclosure requirements.

(4.12.1.7) Attach the relevant publication

4.12.1 - Content Index.pdf

(4.12.1.8) Comment

N/A
[Add row]

C5. Business strategy

(5.1) Does your organization use scenario analysis to identify environmental outcomes?

Climate change

(5.1.1) Use of scenario analysis

Select from:

☑ Yes

(5.1.2) Frequency of analysis

Select from:

☑ Every three years or less frequently

Water

(5.1.1) Use of scenario analysis

Select from:

☑ No, and we do not plan to within the next two years

(5.1.3) Primary reason why your organization has not used scenario analysis

Select from:

☑ Not an immediate strategic priority

(5.1.4) Explain why your organization has not used scenario analysis

Our business and operation in Hong Kong do not have any particularly high dependency or impact on water resources. Potable water consumption in our facilities / properties are supplied by the Water Services Department and our operations and businesses do not involve any direct withdrawal of fresh surface water or

groundwater. Our operations do not impose a significant impact on water resources. Our facilities / properties including stations, depots, office buildings and shopping malls, are already served by a well-established sewage collection system in Hong Kong, which collects sewage for proper treatment before discharge. We also comply with the requirements stipulated in the wastewater discharge license.
[Fixed row]

(5.1.1) Provide details of the scenarios used in your organization's scenario analysis.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☑ **RCP 2.6**

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

☑ **No SSP used**

(5.1.1.3) Approach to scenario

Select from:

☑ **Qualitative**

(5.1.1.4) Scenario coverage

Select from:

☑ **Country/area**

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical
☑ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:
☑ 1.5°C or lower

(5.1.1.7) Reference year

2022

(5.1.1.8) Timeframes covered

Select all that apply
☑ 2030
☑ 2050
☑ 2100

(5.1.1.9) Driving forces in scenario

Regulators, legal and policy regimes
☑ Global regulation
☑ Global targets
☑ Other regulators, legal and policy regimes driving forces, please specify :Introduction of new climate-related disclosure requirements for listed companies by the Hong Kong Stock Exchange, and alignment with global standards including IFRS S2 climate-related disclosure.

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

We have completed a high-level diagnostic climate study of our railway and property assets in Hong Kong to assess their exposures to climate-related physical risks under different time horizons and climate scenarios based on the Representative Concentration Pathways ("RCP") designed by the Intergovernmental Panel on Climate Change. The Study reviewed the risk profiles of our assets at 320 locations and derived risk scores for the current state and future state based on different

climate scenarios (RCP2.6, RCP4.5 and RCP8.5) in Years 2030, 2050 and 2100. Parameters including drought stress, fire, heat stress, precipitation stress, river flood, sea level rise and tropical cyclone, were assessed.

(5.1.1.11) Rationale for choice of scenario

The adoption of different climate scenarios (RCP 2.6, RCP 4.5 and RCP 8.5) in our climate analysis enabled evaluation of the sensitivity of our railway and property assets under different climate projections and identify the potential climate-related physical risks under the 'high-emission' scenario of RCP 8.5.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☑ **RCP 4.5**

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

☑ **No SSP used**

(5.1.1.3) Approach to scenario

Select from:

☑ **Qualitative**

(5.1.1.4) Scenario coverage

Select from:

☑ **Country/area**

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical
☑ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:
☑ 2.0°C - 2.4°C

(5.1.1.7) Reference year

2022

(5.1.1.8) Timeframes covered

Select all that apply
☑ 2030
☑ 2050
☑ 2100

(5.1.1.9) Driving forces in scenario

Regulators, legal and policy regimes
☑ Global regulation
☑ Global targets
☑ Other regulators, legal and policy regimes driving forces, please specify :Introduction of new climate-related disclosure requirements for listed companies by the Hong Kong Stock Exchange, and alignment with global standards including IFRS S2 climate-related disclosure.

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

We have completed a high-level diagnostic climate study of our railway and property assets in Hong Kong to assess their exposures to climate-related physical risks under different time horizons and climate scenarios based on the Representative Concentration Pathways ("RCP") designed by the Intergovernmental Panel on Climate Change. The Study reviewed the risk profiles of our assets at 320 locations and derived risk scores for the current state and future state based on different

climate scenarios (RCP2.6, RCP4.5 and RCP8.5) in Years 2030, 2050 and 2100. Parameters including drought stress, fire, heat stress, precipitation stress, river flood, sea level rise and tropical cyclone, were assessed.

(5.1.1.11) Rationale for choice of scenario

The adoption of different climate scenarios (RCP 2.6, RCP 4.5 and RCP 8.5) in our climate analysis enabled evaluation of the sensitivity of our railway and property assets under different climate projections and identify the potential climate-related physical risks under the 'high-emission' scenario of RCP 8.5.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☑ **RCP 8.5**

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

☑ **No SSP used**

(5.1.1.3) Approach to scenario

Select from:

☑ **Qualitative**

(5.1.1.4) Scenario coverage

Select from:

☑ **Country/area**

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical

☑ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 4.0°C and above

(5.1.1.7) Reference year

2022

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2030

☑ 2050

☑ 2100

(5.1.1.9) Driving forces in scenario

Regulators, legal and policy regimes

☑ Global regulation

☑ Global targets

☑ Other regulators, legal and policy regimes driving forces, please specify :Introduction of new climate-related disclosure requirements for listed companies by the Hong Kong Stock Exchange, and alignment with global standards including IFRS S2 climate-related disclosure.

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

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[Add row]

(5.1.2) Provide details of the outcomes of your organization's scenario analysis.

Climate change

(5.1.2.1) Business processes influenced by your analysis of the reported scenarios

Select all that apply

☑ **Risk and opportunities identification, assessment and management**

☑ **Capacity building**

(5.1.2.2) Coverage of analysis

Select from:

☑ **Organization-wide**

(5.1.2.3) Summarize the outcomes of the scenario analysis and any implications for other environmental issues

The climate study has identified physical risks for our key railway and investment properties assets in Hong Kong and provided high-level recommendations to address the risks. The outcome of study has helped identify critical exposed assets at risk, enabling us to plan for a more in-depth quantitative scenario analysis for relatively high-risk assets. The study findings were communicated to internal stakeholders for awareness raising and to facilitate enhanced planning to address climate risks in different facilities.
[Fixed row]

(5.2) Does your organization's strategy include a climate transition plan?

(5.2.1) Transition plan

Select from:

☑ Yes, but we have a climate transition plan with a different temperature alignment

(5.2.2) Temperature alignment of transition plan

Select from:

☑ Well-below 2°C aligned

(5.2.3) Publicly available climate transition plan

Select from:

☑ Yes

(5.2.4) Plan explicitly commits to cease all spending on, and revenue generation from, activities that contribute to fossil fuel expansion

Select from:

☑ No, and we do not plan to add an explicit commitment within the next two years

(5.2.6) Explain why your organization does not explicitly commit to cease all spending on and revenue generation from activities that contribute to fossil fuel expansion

Our rail network is predominantly powered by electricity. In Hong Kong, our energy suppliers are restricted to two power companies that are regulated by the Hong Kong SAR Government under a Scheme of Control Agreement (SCA) that is valid until 2033. According to the data published by the HKSAR Government, fossil fuel including natural gas and coal account for around 70% of fuel mix in Hong Kong in 2020, while the rest is generated from nuclear and renewable power. According to Hong Kong's Climate Action Plan 2050 published by the HKSAR Government, there is plan to increase the portion of renewable energy to 7.5 – 10% of the total fuel mix by 2035, and progressively increase the use of zero-carbon energy including renewable energy and nuclear energy before 2050. The goal has considered the limitations of land and natural resources for renewable power generation in Hong Kong. As MTR has no control over the source of power supply, or the fuel mix for power generation, it is unable to commit to ceasing spending or revenue that contribute to fossil fuel expansion. However, we will continue to explore and implement

initiatives to reduce direct fossil fuel usage in our operations. This includes the introduction of at least 30 electric buses to replace our existing diesel buses by 2026, and all of our executive private vehicles will be replaced by electric vehicles or be cancelled by 2027.

(5.2.7) Mechanism by which feedback is collected from shareholders on your climate transition plan

Select from:

☑ **We have a different feedback mechanism in place**

(5.2.8) Description of feedback mechanism

Updates on environmental and social responsibility issues are communicated to our shareholders at the Annual General Meeting (AGM). At the 2024 AGM, updates about GHG emission reduction (one of the Corporation's three Environmental and Social Objectives) were provided, highlighting the achievement of BEAM Plus Provisional Gold or above certification for MTR's seven new stations. As part of the AGM, there is also a Questions and Answers session for addressing shareholders' questions. Letters are issued to shareholders to notify the release of our annual Sustainability Report. Public members including shareholders are invited to share their feedback on our sustainability initiatives through a designated email address. We also meet investment firms to discuss our sustainability initiatives.

(5.2.9) Frequency of feedback collection

Select from:

☑ **Annually**

(5.2.10) Description of key assumptions and dependencies on which the transition plan relies

Our railway and property operations use electricity as a primary energy source. Therefore, our decarbonisation progress is subject to the pace of grid decarbonisation by power companies, which is an external factor not controllable by MTR as an energy user. Having considered the latest carbon reduction ambitions of both power companies, we have developed our carbon reduction roadmap to achieve our 2030 science-based carbon reduction targets, comprising 4 key strategies: (1) reducing energy consumption and enhancing energy efficiency, (2) electrification, (3) renewable energy, and (4) low-carbon value chain.

(5.2.11) Description of progress against transition plan disclosed in current or previous reporting period

We have provided transparent disclosure on implementation status of our key carbon reduction strategies and initiatives in our annual Sustainability Report. As part of our Corporate Strategy, we have identified three Environmental and Social Objectives to embed ESG into our operation and management approaches. Reducing GHG emissions is one of the three objectives. Under these objectives, we have clearly defined 10 focus areas and a set of key performance indicators (KPIs) that we can create a greater positive impact for the society and the environment. For 2024, a set of 19 KPIs related to reducing GHG emissions were established with their implementation progress covered in the report. Quantitative progress is provided in the KPI reporting whereas suitable. An example is the chiller replacement at our

railway premises: following the completion of first phase of chiller replacement programme at stations and depots, the progress of the second phase replacement in terms of number of chillers replaced and energy saving achieved were covered in the KPI section of the report. Progress of carbon saving initiatives are also covered in the "Reducing Greenhouse Gas Emissions" section of our Sustainability Report. We continue to adopt regenerative braking technology to convert kinetic energy produced during train braking to electrical energy which is then fed back into the traction power supply network for use by other trains through the overhead system. We have further expanded the usage of regenerative braking energy through the Station Energy Saving Inverter systems installed at Lai King Traction Substation and at HKU Station Island Line, which can capture an estimated average of 1,700 kWh of regenerative energy per day. The regenerative braking energy is converted to low-voltage AC electricity to power station facilities.

(5.2.12) Attach any relevant documents which detail your climate transition plan (optional)

5.2 - Sustainability_Report.pdf,5.2 - Sustainability_Report.pdf

(5.2.13) Other environmental issues that your climate transition plan considers

Select all that apply

☑ **No other environmental issue considered**

(5.2.15) Primary reason for not having a climate transition plan that aligns with a 1.5°C world

Select from:

☑ **Other, please specify :Our approved Science-based Targets are aligned with the well below 2C ambition.**

(5.2.16) Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world

Our approved 2030 Science-based Targets are aligned with the well below 2C ambition. In long term, we strive to achieve carbon neutrality by 2050.
[Fixed row]

(5.3) Have environmental risks and opportunities affected your strategy and/or financial planning?

(5.3.1) Environmental risks and/or opportunities have affected your strategy and/or financial planning

Select from:

☑ **Yes, both strategy and financial planning**

(5.3.2) Business areas where environmental risks and/or opportunities have affected your strategy

Select all that apply

☑ Products and services

☑ Upstream/downstream value chain

☑ Investment in R&D

☑ Operations

[Fixed row]

(5.3.1) Describe where and how environmental risks and opportunities have affected your strategy.

Products and services

(5.3.1.1) Effect type

Select all that apply

☑ Risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

One of the most substantive business decisions integrating climate-related issues into our business strategy is the establishment of our Green Finance Framework and Sustainable Finance Framework covering green bonds, green loans and other green credit facilities, providing funding to environmental projects and network enhancements to support the growing demand for low-carbon mass transport services. Since 2016, MTR has raised sustainable finance of more than HK$ 44 billion up to the end of 2024, which was a key part of our financing strategy for funding low carbon transportation projects including railway extensions, railway asset replacement; energy efficiency improvement; sustainable stations and buildings; and biodiversity preservation. In 2024, sustainable finance totalling HK$ 7.4 billion was arranged to fund projects for energy conservation, environmental protection, as well as the enhancement and expansion of low -carbon railway services under our Sustainable Finance Framework. Background: In 2017, the HKSAR Government announced to promote the development of green finance in Hong Kong and to

issue a green bond in the financial year 2018/19. The promotion of green bonds by the Government has played an important role in establishing HKSAR as an international green finance hub and expanding the local bond market. This encourages more issuers to arrange financing for their green projects through the capital markets and attract more stakeholders to look into the new investment opportunities. We set up a Green Bond Framework in 2016. In order to realise the opportunity of the emerging marketing of diversified green finance products, we expanded our Green Bond Framework to cover other forms of green finance. The Corporation established a Green Finance Framework in 2018 to expand the scope of green finance to include green loans and other green credit facilities. In 2020, we put in place a Sustainable Finance Framework to cover a wider range of financing transactions where the proceeds are used for furthering the development of sustainable urban infrastructure in support of the UNSDGs. The Framework sets out how the Corporation uses the proceeds of green finance to invest in eligible projects to enhance green and social performance.

Upstream/downstream value chain

(5.3.1.1) Effect type

Select all that apply

☑ **Risks**

☑ **Opportunities**

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ **Climate change**

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Over 75% of our total energy use in Hong Kong attributes to the operation of our railway networks. In view of our business expansion, increase in train frequency to alleviate overcrowding in trains and provision of a comfortable riding environment, there will be corresponding rise in electricity consumption that needs to be managed proactively. The HKSAR government has devised a long-term decarbonisation strategy to combat climate change. As electricity generation is a key source of carbon emission in Hong Kong, a key action in Hong Kong's Climate Action Plan, published by the HKSAR Government, is to phase out the use of coal for power generation by 2035 and to increase the use of more natural gas and/or non-fossil fuel sources for electricity generation. In view of the above, we expect our expenditure for electricity will continue to rise in short to medium term. We have integrated climate change considerations into our business strategy to ensure that climate risks are thoroughly considered and incorporated in our planning, design and operations. We published our Climate Change Strategy in April 2020 presenting our three-pronged strategy to address climate change. One of the measures under the Climate Change Strategy to address the risk related to the procurement of electricity is to explore the possibility of adopting more renewable energy (RE) where feasible. Increasing the adoption or generation capacity of RE in our operation can contribute to addressing the global climate challenge. We have been actively looking for suitable sites to install solar PV systems. In 2024, we completed the installation of solar PV systems at Kwun Tong Station, Tai Wai Depot, and Tuen Mun Depot. We will continue to identify suitable locations for the installation of more solar panel systems at our premises.

Investment in R&D

(5.3.1.1) Effect type

Select all that apply

☑ Risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

We invested around HK$20 million for the installation of trackside energy storage devices at Tsuen Wan Depot and Kowloon Ventilation Building. It could save around 600MWh per year. To expand our usage of regenerative braking energy, we have completed installation of two Station Energy Saving Inverter systems at Lai King Traction Substation and at HKU Station in 2022. The systems can capture total estimated average of 1,700kWh of regenerative energy per day, which is converted to low-voltage AC electricity to power station facilities such as lighting, escalators and lifts. For our Light Rail operations in Hong Kong, we also installed solar panels in one of our new generation Light Rail Vehicles to provide electricity for the in-compartment lighting system. We will review the effectiveness of this trial and consider possible expansion of the initiative in our light rail network. In 2024, we introduced our first electric bus, which is able to reduce carbon emission by over 60% compared to a traditional diesel bus. The electric bus is equipped with an energy regenerative braking system to capture and convert some of the kinetic energy to electrical energy during braking to power the onboard facilities, further enhancing battery performance. Additionally, we have completed a study in 2024 to explore the feasibility of using hydrogen in a light rail vehicle not involved in passenger service. We have also conducted a project at the ELEMENTS shopping mall to demonstrate the feasibility of integrating AI with Building Management and Air Conditioning Systems to enhance customer experience and bolster energy efficiency, reducing the annual energy consumption of the Air Conditioning and Mechanical Ventilation system by 8.9%.

Operations

(5.3.1.1) Effect type

Select all that apply

☑ Risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ **Climate change**

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

We recognise the importance of combating climate change and commit to integrating low-carbon measures into our policies, strategies and planning as well as strengthen our resilience and adaption to climate-related risks. We understand there are growing interests from stakeholders that our decarbonisation roadmap should align with the Paris Agreement and the increasing expectations from investors for low carbon products/services. In addition, the Chief Executive of the HKSAR pledged in the Policy Address 2020 that HKSAR will strive to achieve carbon neutrality before 2050. The former Environment Bureau released the Hong Kong's Climate Action Plan 2050 in Oct 2021 which sets out 4-pronged strategy to cut HK's carbon emissions and to achieve the reduction goal. Failure to develop suitable carbon reduction targets may result in increased concern and negative feedback from stakeholders especially our institutional investors. We have completed a carbon reduction study that takes into account a comprehensive range of factors including the latest climate science, technology trends, HK's Climate Action Plan 2050, the risks and opportunities for our business, and the views of key internal and external stakeholders. The Study established the decarbonisation roadmap for the operation and development of our railway and property businesses in HK through analysing our carbon footprint, reviewing feasible technical solutions and industry best practices around the world, and assessing their applicability to our operation. Following the endorsement of the decarbonisation roadmap by the MTR Board in early 2022, we have made an announcement of setting 2030 science-based targets (SBTs) for our railway and property businesses in Hong Kong, with a long-term goal of achieving carbon neutrality by 2050, which aligns with the HKSAR Government's pledge in the Hong Kong's Climate Action Plan 2050. In April 2023, the Science Based Targets initiative (SBTi) officially approved our targets for reducing GHG emissions by 2030. To support achieving our SBTs, we have implemented a range of energy saving and carbon reduction initiatives, such as investing in the latest technologies, adopting innovative solutions to enhance energy efficiency, and partnering with key stakeholders including our suppliers, contractors and tenants to monitor and reduce our supply chain emissions.
[Add row]

(5.3.2) Describe where and how environmental risks and opportunities have affected your financial planning.

Row 1

(5.3.2.1) Financial planning elements that have been affected

Select all that apply

☑ **Direct costs**

☑ **Access to capital**

(5.3.2.2) Effect type

Select all that apply

☑ **Risks**

☑ **Opportunities**

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply

☑ **Climate change**

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

(1) Access to Capital - Green Finance: The Corporation established our Green Bond Framework and issued our first Green Bond in 2016. The green bond issuances have allowed us to tap into a new and fast-growing bond investor base and hence expanded and diversified our funding sources. They have provided similar cost effective financing as traditional bonds for our environmentally friendly services and network enhancements, primarily in relation to mitigating climate change. Since 2016, MTR has raised sustainable finance of more than HK$ 44 billion up to the end of 2024, which was a key part of our financing strategy for funding low carbon transport projects including railway extension projects and railway asset replacement, energy efficiency improvement, and railway service enhancement projects. In 2024, sustainable finance totalling HK$ 7.4 billion was arranged to fund projects for energy conservation, environmental protection, as well as the enhancement and expansion of low- carbon railway services under our Sustainable Finance Framework (2) Direct operational cost - Electricity is the primary fuel for our railway and property businesses in Hong Kong. The HKSAR government has devised a long-term decarbonisation strategy to combat climate change. As electricity generation is a major source of carbon emission in Hong Kong, a key action in Hong Kong's Climate Action Plan, published by the HKSAR Government, is to phase out the use of coal for power generation by 2035 and to increase the use of more natural gas and/or non-fossil fuel sources for electricity generation. In view of the above, we expect our expenditure in electricity will continue to rise in short to medium term due to the change in fuel mix for power generation. We have integrated climate change considerations into our business strategy to ensure that climate risks are thoroughly considered and incorporated in our planning, design and operations. In our Climate Change Strategy, one of the measures to address the risk associated with increase in electricity cost is to adopt energy efficiency requirements beyond compliance. Financial resources were allocated for replacing old chillers at stations and depots with more energy efficient ones, which may increase the CAPEX in short-term but reduce the energy cost over the long life span of chillers.
[Add row]

(5.4) In your organization’s financial accounting, do you identify spending/revenue that is aligned with your organization’s climate transition?

	Identification of spending/revenue that is aligned with your organization's climate transition	Methodology or framework used to assess alignment with your organization's climate transition
	Select from: ☑ Yes	*Select all that apply* ☑ Other methodology or framework

[Fixed row]

(5.4.1) Quantify the amount and percentage share of your spending/revenue that is aligned with your organization's climate transition.

Row 1

(5.4.1.1) Methodology or framework used to assess alignment

Select from:

☑ Other, please specify :% of total revenue generated from provision of low-carbon transport services in Hong Kong

(5.4.1.5) Financial metric

Select from:

☑ Revenue/Turnover

(5.4.1.6) Amount of selected financial metric that is aligned in the reporting year (currency)

23013000000

(5.4.1.7) Percentage share of selected financial metric aligned in the reporting year (%)

38.3

(5.4.1.8) Percentage share of selected financial metric planned to align in 2025 (%)

37.5

(5.4.1.9) Percentage share of selected financial metric planned to align in 2030 (%)

37.5

(5.4.1.12) Details of the methodology or framework used to assess alignment with your organization’s climate transition

MTR’s railway network is powered by electricity, which is commended by the HKSAR Government as the backbone of the low-carbon public transport network in Hong Kong. Therefore, our revenue from railway operation is aligned with climate transition. In 2024, our revenue generated from our railway operation is HK$ 23,013M. Total revenue in 2024 is HK$ 60,011 M. % share of total revenue from providing low-carbon transport service in Hong Kong 23,013 / 60,011 = 38.3%. The ratio is influenced by a range of dynamic factors, including the operation of railway extension network, passenger growth, fluctuations in the macro-economic environment affecting non-passenger revenue streams. As a high-level estimate, the ratio has remained relatively stable, generally ranging between 35 - 40% over the last ten years (except the period affected by COVID). The trend has persisted throughout the period which MTR has continued to expand its railway network in Hong Kong. An average ratio of 37.5% is provided here as a high-level estimate for future projection.

Row 2

(5.4.1.1) Methodology or framework used to assess alignment

Select from:

☑ **Other, please specify :MTR Sustainable Finance Framework**

(5.4.1.5) Financial metric

Select from:

☑ **CAPEX**

(5.4.1.6) Amount of selected financial metric that is aligned in the reporting year (currency)

7400000000

(5.4.1.7) Percentage share of selected financial metric aligned in the reporting year (%)

41.2

(5.4.1.12) Details of the methodology or framework used to assess alignment with your organization's climate transition

MTR set up a Green Bond Framework (GBF) in October 2016. Sustainalytics opined that the GBF was in alignment with the four pillars of the Green Bond Principles (2016) established by the International Capital Market Association. Expanding upon the foundation of the GBF, MTR established a Green Finance Framework (GFF) in June 2018 to enable it to include green loans in its financing portfolio. The GFF took into account the recommendation of the Green Loan Principles issued by the Asia Pacific Loan Market Association. In August 2020, a Sustainable Finance Framework (SFF) was established so that the scope of eligible investments was further broadened to include projects in the development of sustainable urban infrastructure in support of the United Nations Sustainable Development Goals. A second-party opinion was provided by Sustainalytics on the SFF. The SFF set out how the Corporation uses sustainable finance proceeds to fund or refinance eligible projects and initiatives, as well as the reporting thereon, thereby integrating ESG elements into its business decision-making process. As disclosed in our latest Sustainable Finance Report, in 2024 sustainable finance of over HK$ 7.4 billion was arranged to fund projects for expansion of low carbon railway services, energy efficiency improvement, sustainable stations and buildings, and biodiversity preservation. In 2024, the capital expenditure associated with purchase of assets for Hong Kong transport and related operations (HK$ 11,486M); Hong Kong railway extension projects (HK$ 5,817M); Investment property projects and fitting out work (HK$ 666M). The total amount of relevant capital expenditure is therefore HK$ 17,969M. % of sustainable financial expenditure is HK$ 7,400M / HK$ 17,969M = 41.2%
[Add row]

(5.5) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

(5.5.1) Investment in low-carbon R&D

Select from:
☑ Yes

(5.5.2) Comment

Innovation and technology are key enablers to help the Corporation realise its vision and create new growth opportunities. We have also launched MTR Lab as an integral part of our strategic "New Growth Engine" business pillar. MTR Lab seeks to invest in innovative technologies that can support MTR's long-term growth as well as the communities the Company serves. We have collaborated with tertiary institutions and research organisations to develop different innovative solutions, and we will continue to promote collaboration between industry, academia, and research institutions with their respective strengths to drive the development of smart city in Hong Kong. In addition, we target to invest over HK$300 million in startups from 2022 to 2025.
[Fixed row]

(5.5.8) Provide details of your organization’s investments in low-carbon R&D for transport-related activities over the last three years.

Row 1

(5.5.8.1) Activity

Select all that apply

☑ Rail

(5.5.8.2) Technology area

Select from:

☑ Alternative fuels

(5.5.8.3) Stage of development in the reporting year

Select from:

☑ Applied research and development

(5.5.8.4) Average % of total R&D investment over the last 3 years

10

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

10

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

Use of clean and renewable energy is one of the carbon reduction strategies under MTR's carbon reduction roadmap. In June 2023, the Inter-departmental Working Group on Using Hydrogen as Fuel led by the Environment and Ecology Bureau of the HKSAR Government has given an agreement-in-principle for MTR to conduct a study with a hydrogen-fuelled Light Rail Vehicle on a non-passenger basis. The study, involving comprehensive testing in both hydrogen and battery modes, was concluded in 2024 to evaluate the feasibility and potential of hydrogen as a clean energy option for our operations.

Row 2

(5.5.8.1) Activity

Select all that apply

☑ Rail

(5.5.8.2) Technology area

Select from:

☑ Other, please specify :smart system

(5.5.8.3) Stage of development in the reporting year

Select from:

☑ Large scale commercial deployment

(5.5.8.4) Average % of total R&D investment over the last 3 years

10

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

10

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

Application of big data analytic would help analyse historic data to optimise building system, enhance predictive maintenance and thus improve overall energy efficiency. The establishment of the Data Studio is a major milestone in MTR's digital transformation journey and it indicates the Corporation has entered a new era of smart maintenance to improve safety, reliability and efficiency. The Data Studio has been established as a centralised hub for collecting, integrating and analysing different asset data from railway systems, asset condition monitoring applications, and maintenance activities. It is a key enabler for Predictive and Prescriptive Maintenance and Maintenance Optimisation. The Data Studio will assist in setting a world class standard for railway technology applications and enrich customer experience and service reliability through artificial intelligence and data analytics, paving the way towards round-the-clock smart monitoring system of railway facilities and thus improving overall energy efficiency.

Row 3

(5.5.8.1) Activity

Select all that apply

☑ **Rail**

(5.5.8.2) Technology area

Select from:

☑ **Other, please specify :Artificial Intelligence**

(5.5.8.3) Stage of development in the reporting year

Select from:

☑ **Pilot demonstration**

(5.5.8.4) Average % of total R&D investment over the last 3 years

10

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

10

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

Chillers account for up to 40% of total station energy consumption in the Hong Kong's MTR system. As part of green railway initiatives, a site trial was conducted to apply a fully automated AI system to control a chiller plant in order to optimise energy performance in real time while maintaining a level of passenger comfort that suits each station's environment. Through the predictive power of the AI system, the plant power's consumption and cooling demands can be forecasted based on actual chiller, station, and weather conditions, all of which vary over time. The optimal operational settings can then be determined using an optimisation model for real-time chiller plant control, including staging, sequencing, chilled water supply temperature set-point, etc. The results of the comparison of the proposed AI system using data driven machine learning models and numerical optimisation against rule-based control optimisation in a conventional building management system through this site trial revealed that the proposed AI system achieves better energy efficiency with annual energy savings of approximately 8.7%. AI technology is also used in our railway operation to assist in monitoring power demand and energy consumption. In collaboration with a local research institute, we have developed a Power Demand Optimisation AI Cohort system which predicts upcoming power demand in our railway operation by analysing the real-time status of power equipment, power consumption and station environments. The system provides instant suggestions on power management strategies for operators, aiding to lower the peak power demand and reduce carbon emissions associated with electricity generation by power suppliers.

Row 4

(5.5.8.1) Activity

Select all that apply

☑ **Rail**

(5.5.8.2) Technology area

Select from:

☑ **Infrastructure**

(5.5.8.3) Stage of development in the reporting year

Select from:

☑ **Small scale commercial deployment**

(5.5.8.4) Average % of total R&D investment over the last 3 years

10

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

10

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

In Hong Kong, we have adopted regenerative braking technology to convert kinetic energy produced during train braking to electrical energy which is then fed back into the power supply network for use by other trains through the overhead power system. Super-capacitor energy storage devices were also installed on the South Island Line (East) to make better use of the surplus energy produced from regenerative braking. To expand our usage of regenerative braking energy, we have commenced the installation works of two Station Energy Saving Inverter systems at Lai King Traction Substation at Airport Express and Tung Chung Line and at HKU Station on the Island Line. The systems can capture toral estimated average of 1,700kWh of regenerative energy per day, which may be converted to low-voltage AC electricity to power station facilities such as lighting, escalators and lifts.
[Add row]

(5.9) What is the trend in your organization's water-related capital expenditure (CAPEX) and operating expenditure (OPEX) for the reporting year, and the anticipated trend for the next reporting year?

(5.9.1) Water-related CAPEX (+/- % change)

5

(5.9.2) Anticipated forward trend for CAPEX (+/- % change)

5

(5.9.3) Water-related OPEX (+/- % change)

13

(5.9.4) Anticipated forward trend for OPEX (+/- % change)

2

(5.9.5) Please explain

Due to increase in patronage and the full-year operation of two new shopping malls, the 2024 water consumption in our railway and properties businesses have increased by 13% compared to the previous year. As the water tariff remain unchanged in 2024, the increase in water related-OPEX in the reporting year relative to the previous year is estimated to be 13%. According to data published by the HKSAR Government, the per capita water consumption has remained stable during pre-COVID years, with year-on-year fluctuations generally kept within 1%. As a conservative assumption, the water-related OPEX is forecasted to increase 2% in the coming year. This is a conservative assumption as we continue to explore new water saving opportunities in our operation. As we commence multiple railway expansion projects in Hong Kong, it is assumed that the CAPEX associated with water supplies or sewage treatment pipework / facilities would further increase 5% in the coming year.
[Fixed row]

(5.10) Does your organization use an internal price on environmental externalities?

(5.10.1) Use of internal pricing of environmental externalities

Select from:

☑ **No, and we do not plan to in the next two years**

(5.10.3) Primary reason for not pricing environmental externalities

Select from:

☑ **No standardized procedure**

(5.10.4) Explain why your organization does not price environmental externalities

We have commenced a study to develop a robust and effective methodology to calculate an internal carbon price for different carbon reduction projects. We will explore how we can apply internal carbon price in our investment.
[Fixed row]

(5.11) Do you engage with your value chain on environmental issues?

	Engaging with this stakeholder on environmental issues	Environmental issues covered
Suppliers	*Select from:* ☑ **Yes**	*Select all that apply* ☑ **Climate change**
Customers	*Select from:* ☑ **Yes**	*Select all that apply* ☑ **Climate change** ☑ **Plastics**
Investors and shareholders	*Select from:* ☑ **Yes**	*Select all that apply* ☑ **Climate change**
Other value chain stakeholders	*Select from:* ☑ **Yes**	*Select all that apply* ☑ **Climate change**

[Fixed row]

(5.11.1) Does your organization assess and classify suppliers according to their dependencies and/or impacts on the environment?

Climate change

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

☑ **Yes, we assess the dependencies and/or impacts of our suppliers**

(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment

Select all that apply

☑ **Impact on pollution levels**

☑ Other, please specify :supplier's environmental performance

(5.11.1.3) % Tier 1 suppliers assessed

Select from:

☑ Less than 1%

(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment

MTR has implemented a Supplier Audits Programme to ensure understanding of the key activities of the suppliers, check compliance and implementation of best practices. In 2024, we conducted 16 supplier audits to assess our suppliers' ESG, operations, quality and safety performance. Compliance with regulatory requirement is considered to be a threshold to define suppliers with substantive impacts on the environment. A survey was conducted in 2024 to understand our suppliers' ESG performance.

(5.11.1.5) % Tier 1 suppliers meeting the threshold for substantive dependencies and/or impacts on the environment

Select from:

☑ 100%

(5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

1900
[Fixed row]

(5.11.2) Does your organization prioritize which suppliers to engage with on environmental issues?

Climate change

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

☑ No, we do not prioritize which suppliers to engage with on this environmental issue

(5.11.2.3) Primary reason for no supplier prioritization on this environmental issue

Select from:

☑ We engage with all suppliers

(5.11.2.4) Please explain

The Corporation has a Green Procurement Policy which sets out the Corporation's commitment to its sustainable development for all our suppliers. The Policy embraces the responsible management of the environmental aspects of sustainable business operation and opportunities. Under the policy, we require our suppliers to comply with all relevant environmental laws and regulations. In addition, we have maintained a Supplier Code of Practice which requires all our suppliers to comply with applicable laws and regulations, including environmental regulations. According to the Supplier Code of Practice, suppliers shall manage and minimise the environmental impact of their business and commit to continuously improving their environmental management and monitoring systems to comply with all applicable laws and regulations and keep pace with best practices. The designated procurement manager is responsible for ensuring all our suppliers' understanding and monitoring their compliance with our sustainability requirements. In addition, we also engage our suppliers through supplier review meetings and supplier audits to share best practices and drive performance improvement. In 2024, 19 supplier review meetings were conducted, each with ESG agenda; and 16 supplier audits were conducted to assess suppliers' ESG performance. In 2024, we conducted an ESG survey to understand the carbon management performance of our key suppliers, with carbon management trainings provided for key suppliers.
[Fixed row]

(5.11.5) Do your suppliers have to meet environmental requirements as part of your organization's purchasing process?

Climate change

(5.11.5.1) Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process

Select from:

☑ Yes, environmental requirements related to this environmental issue are included in our supplier contracts

(5.11.5.2) Policy in place for addressing supplier non-compliance

Select from:

☑ Yes, we have a policy in place for addressing non-compliance

(5.11.5.3) Comment

The Corporation has a Green Procurement Policy which sets out the Corporation's commitment to its sustainable development which embraces the responsible management of the environmental aspects of sustainable business operation and opportunities. Under the Policy, we require our suppliers/contractors to comply with all relevant environmental laws and regulations. We stipulate environmental requirements and standards for suppliers/contractors throughout the procurement process including prequalification, tendering, contract administration and performance monitoring. Under the Policy, suppliers / contractors who fail to meet the relevant environmental laws and regulations shall be suspended from tendering. In addition, we have maintained a Supplier Code of Practice which requires all our suppliers to comply with applicable laws and regulations, including environmental regulations. According to the Supplier Code of Practice, suppliers shall manage and minimise the environmental impact of their business and commit to continuously improving their environmental management and monitoring systems to comply with all applicable laws and regulations and keep pace with best practices. All suppliers are required to comply with the Code of Practice when doing business with the Corporation. We are also in the process of enhancing our existing Green Procurement Policy and Supply Code of Practice to align with our three environmental and social objectives.
[Fixed row]

(5.11.6) Provide details of the environmental requirements that suppliers have to meet as part of your organization's purchasing process, and the compliance measures in place.

Climate change

(5.11.6.1) Environmental requirement

Select from:
☑ Other, please specify :Comply with legislative requirements and best practices

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply
☑ First-party verification
☑ Other, please specify :The designated procurement manager is responsible for ensuring all our suppliers' understanding and monitoring their compliance with our sustainability requirements. Monitoring of ESG performance is also implemented via a Supplier Audits Programme.

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☑ 100%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

☑ 100%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:

☑ 100%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:

☑ 100%

(5.11.6.12) Comment

All suppliers are required to comply with the Code of Practice when doing business with the Corporation. According to the Supplier Code of Practice, the suppliers shall manage and minimise the environmental impact of their business and commit to continuously improving their environmental management and monitoring systems to comply with all applicable laws and regulations and keep pace with best practices. In addition, the designated procurement manager is responsible for ensuring all our suppliers' understanding and monitoring their compliance with our sustainability requirements. Additionally, we engage our suppliers through an ESG survey conducted in 2024 to understand the carbon management performance of our key suppliers, providing important insights for further engagement with our supply chain partners. Following the ESG survey, training sessions on carbon accounting were arranged to equip our key suppliers with the necessary knowledge to calculate and manage their carbon emission inventories. In addition, we conducted supplier review meetings and supplier audits to share best practices and drive performance improvement. In 2024, 19 supplier review meetings were conducted with ESG initiatives shared with suppliers; and 16 supplier audits were conducted to assess suppliers' ESG performance.
[Add row]

(5.11.7) Provide further details of your organization’s supplier engagement on environmental issues.

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ Emissions reduction

(5.11.7.3) Type and details of engagement

Capacity building

☑ Provide training, support and best practices on how to measure GHG emissions

☑ Provide training, support and best practices on how to mitigate environmental impact

Innovation and collaboration

☑ Other innovation and collaboration activity, please specify :Requirement to comply with Supplier Code of Practice and provide assistance as needed.

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ 100%

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

☑ 100%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

We have taken a holistic approach to identify and evaluate our supply chain-related risks through our Enterprise Risk Management framework. As part of this approach, the Corporation continues to monitor the implementation of environmental protection initiatives across our entire supply chain. Internally, we have established procurement-related policies and guidelines, including our Green Procurement Policy, which provides our employees engaged in procurement activities with guiding principles when making sustainable procurement decisions and further promotes green initiatives in the supply chain. Furthermore, the Corporation applies stringent requirements in our supply chain through our Supplier Code of Practice to ensure high standards for environment, human and labour rights, supply chain management, and ethical business practices are met. All suppliers are required to comply with the Code of Practice when doing business with MTR. We maintain bilateral and constructive dialogue with our diverse suppliers. We invite them to participate in forums, seminars and site visits to benchmark their performance and share best practices. Our procurement teams also pay visits to suppliers' facilities to foster a culture of cooperation and mutual support. We believe engagement helps us in our quest for continuous improvement and encourages collaboration. As such, we conduct supplier surveys with the goal of understanding how suppliers align with our Supplier Code of Practice and to assess the maturity of their sustainability policies, initiatives and monitoring systems. In 2024, we conducted an ESG survey to understand the carbon management performance of our key suppliers, providing important insights for further engagement with our supply chain partners. Following the survey, dedicated carbon management trainings on carbon accounting were conducted to equip our key suppliers with the necessary knowledge to calculate and manage their carbon emission inventories. In 2024, 19 supplier review meetings were conducted with ESG initiatives shared with suppliers; and 16 supplier audits were conducted to assess suppliers' ESG performance.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ Yes, please specify the environmental requirement :Requirement to comply with Supplier Code of Practice

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Yes

Water

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ Yes, please specify the environmental requirement :Requirement to comply with Supplier Code of Practice

[Add row]

(5.11.9) Provide details of any environmental engagement activity with other stakeholders in the value chain.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Share information about your products and relevant certification schemes

☑ Share information on environmental initiatives, progress and achievements

Innovation and collaboration

☑ Collaborate with stakeholders on innovations to reduce environmental impacts in products and services

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ 1-25%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

We engage our customers direct through innovation and technologies via our mobile app Carbon Wallet which serves as a one-stop green lifestyle reward app aiming to encourage the public to take climate actions in an easy, light-hearted way. Carbon Wallet upholds the key principle of 'Green In, Green Out'. Carbon Wallet App users are given Carbon Wallet Points for their positive impact on the environment based on scientifically calculated Carbon Savings ('Green In'), and the rewards they redeem with those points are all eco-friendly ('Green Out') to drive circularity of the entire green ecosystem. The app also provides an interactive Go Green Map which allows users to find the nearest recycling point, drinking water stations, green dining and shopping points. Since its inception in 2021, the number of registered users has increased to over 100,000 as of 2024, more than double from 2023. Internally, we collaborated with Carbon Wallet to enable our colleagues to earn Carbon Wallet points by participating in the collection of red packets and other recycling practices. Since 2024, Carbon Wallet has become the first points conversion partner for the GREEN$ programme launched by the HKSAR Environmental Protection Department, allowing users to earn GREEN$ through recycling at the GREEN@COMMUNITY network and convert them into CW Points for the redemption of diverse green rewards, including free MTR rides. This collaboration made recycling more attractive to a wider audience in Hong Kong. Promotional messages in relation to sustainability initiatives including managing carbon footprint are conveyed to our customers via the mobile app and social media. In addition, we have engaged our customers through the traditional channels, including disseminating green messages through our train and station advertising spaces, press release, etc. We consider all our customers/tenants can contribute to carbon reduction, we therefore engage all of them to align with our commitment to the environment and climate change mitigation/adaptation.

(5.11.9.6) Effect of engagement and measures of success

Combining all green actions captured in the app, our community has collectively saved over 1,800 tonnes of carbon emission. In 2024, over 61,000 participants were engaged in low-carbon initiatives organised by Carbon Wallet and its partners.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ **Investors and shareholders**

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ **Share information about your products and relevant certification schemes**

☑ **Share information on environmental initiatives, progress and achievements**

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ **100%**

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ **None**

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Updates on environmental and social responsibility issues are communicated to our shareholders at the Annual General Meeting (AGM). In the 2024 AGM, key updates including the achievement of BEAM Plus Provisional Gold rating in seven new stations was shared at the meeting. As part of the AGM, there is also a Questions and Answers session for addressing shareholders' questions. Our climate-related initiatives including progress towards 2030 science-based carbon reduction targets are published in our Sustainability Report which is accessible online. We have also published in our Sustainability Report climate-related financial disclosures with reference to the recommendations of the Task Force on Climate-related Financial Disclosures ("TCFD") since 2020, and the IFRS S2 requirements since our Sustainability Report 2023. We also meet with investment companies to discuss our sustainability strategies and initiatives, including climate change.

(5.11.9.6) Effect of engagement and measures of success

The transparent disclosure of climate-related issues through various channels including website, sustainability reports and meetings have enabled our stakeholders a better understanding of our climate strategy and initiatives.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ **Other value chain stakeholder, please specify :Staff**

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Educate and work with stakeholders on understanding and measuring exposure to environmental risks

☑ Run an engagement campaign to educate stakeholders about the environmental impacts about your products, goods and/or services

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ 1-25%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Aiming to enhance our colleagues' understanding of MTR's environmental objective on Greenhouse Gas Emissions Reduction and encourage them to adopt low-carbon measures in their work and daily life, we organised a month-long "Waste Wise June" campaign in 2024. This staff awareness campaign focused on promoting low-carbon lifestyle through waste reduction and recycling. Highlights included two engaging webinars titled "Waste and Recycling Mythbusters" and "MTR's Waste Management in Action". Additionally, we hosted over 10 upcycling workshops providing staff with the opportunities to upcycle recyclables into useful products.

(5.11.9.6) Effect of engagement and measures of success

The Waste Wise June campaign successfully engaged around 1,200 colleagues to promote low-carbon lifestyle. Riding on the success of the campaign, we introduced enhanced recycling measure including an All-In-One Recycling Programme at our Headquarters, collecting over 40 types of recyclables.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Educate and work with stakeholders on understanding and measuring exposure to environmental risks

☑ Run an engagement campaign to educate stakeholders about the environmental impacts about your products, goods and/or services

Innovation and collaboration

☑ Collaborate with stakeholders on innovations to reduce environmental impacts in products and services

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ 1-25%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

To drive reduced use of disposable plastic products, we launched a plastic reduction campaign in December 2023, inviting all food and beverage (F&B) shops across the MTR network to sign the Environmental Protection Pledge and encouraging takeaway F&B shops to accept customers to bring their own food containers. Besides, we have introduced green clauses to the tenancy agreement, calling for tenants to support environmental protection. To encourage customers to use reusable food container when buying takeaway food, MTR joined hands with WWF and foodpanda Hong Kong to install a self-service reusable food container lending machine and returning machine. with the support of the Environment and Conservation Fund.

(5.11.9.6) Effect of engagement and measures of success

Nearly 99%, over 280 takeaway F&B shops in the MTR network, have signed the Environmental Protection Pledge, proactively committing not to providing disposable tableware and avoiding using polystyrene. MTR has provided an additional of 2,000 reusable food containers for lending, saving the use of single-use plastic food containers by customers. We have also successfully invited ten takeaway F&B shops in Hong Kong Station to join the plastic reduction initiative to accept customers' borrowed food containers for takeaway meal, working together to reduce the use of disposal plastic products.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Other value chain stakeholder, please specify :Tenants in MTR malls

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Share information on environmental initiatives, progress and achievements

Innovation and collaboration

☑ Other innovation and collaboration, please specify :Conduct a programme in 4 MTR shopping malls to engage and assist tenants in identifying energy saving measures by 2025

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 1-25%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ 1-25%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

To support tenants in enhancing energy efficiency, MTR launched a programme in four MTR Malls, aimed at engaging tenants and assisting them in identifying practical energy saving measures.

(5.11.9.6) Effect of engagement and measures of success

In 2024, a trial was conducted at Paradise Mall to actively engage and assist tenants in identifying energy saving measures. The programme will be extended to other MTR shopping malls in 2025 to promote energy efficiency for tenants.
[Add row]

C6. Environmental Performance - Consolidation Approach

(6.1) Provide details on your chosen consolidation approach for the calculation of environmental performance data.

Climate change

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

Generally we adopt the operational control approach in defining our organisational boundary. Our Scope 1 and 2 GHG inventory accounts for 100 per cent of GHG emissions from operations over which we have operational control. The operational control approach provides a clear way to define the boundary by considering our ability to reduce or minimise the carbon emissions produced in our business and operation.

Water

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

We adopt the operational control approach in defining our organisational boundary. The operational control approach provides a clear way to define the boundary by considering our ability to reduce or minimise the environmental impacts arising from our business and operation.

Plastics

(6.1.1) Consolidation approach used

Select from:

☑ **Operational control**

(6.1.2) Provide the rationale for the choice of consolidation approach

We adopt the operational control approach in defining our organisational boundary. The operational control approach provides a clear way to define the boundary by considering our ability to reduce or minimise the environmental impacts arising from our business and operation.

Biodiversity

(6.1.1) Consolidation approach used

Select from:

☑ **Operational control**

(6.1.2) Provide the rationale for the choice of consolidation approach

We adopt the operational control approach in defining our organisational boundary. The operational control approach provides a clear way to define the boundary by considering our ability to reduce or minimise the environmental impacts arising from our business and operation.
[Fixed row]

C7. Environmental performance - Climate Change

(7.1) Is this your first year of reporting emissions data to CDP?

Select from:
☑ No

(7.1.1) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data?

	Has there been a structural change?
	Select all that apply ☑ No

[Fixed row]

(7.1.2) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

	Change(s) in methodology, boundary, and/or reporting year definition?
	Select all that apply

	Change(s) in methodology, boundary, and/or reporting year definition?
	☑ No

[Fixed row]

(7.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

Select all that apply

☑ Hong Kong Environmental Protection Department, Guidelines to Account for and Report on Greenhouse Gas Emissions and Removals for Buildings, 2010

☑ The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

☑ The Greenhouse Gas Protocol: Corporate Value Chain (Scope 3) Standard

(7.3) Describe your organization's approach to reporting Scope 2 emissions.

(7.3.1) Scope 2, location-based

Select from:

☑ We are not reporting a Scope 2, location-based figure

(7.3.2) Scope 2, market-based

Select from:

☑ We are reporting a Scope 2, market-based figure

(7.3.3) Comment

In Hong Kong, our energy suppliers are restricted to two vertically integrated power companies that are regulated by the Hong Kong SAR Government under a Scheme of Control Agreement (SCA) that is valid until 2033. Each power supplier has its own fuel mix. Market-based emissions are calculated based on the emission factors provided by the two power companies (CLP and HEC) in their annual sustainability reports, providing more accurate and supplier-specific GHG emissions. Emission Factor of CLP: The GHG intensity of the electricity sold in 2024 was 0.38 kgCO2e/kWh (please refer to the ESG data hub: https://sustainability.clpgroup.com/en/2024/esg-data-hub) Emission Factor of HEC: The GHG intensity of the electricity sold in 2024 was 0.60 kgCO2e/kWh (please refer to p.44 of HEC's Sustainability Report 2024 Ref: https://www.hkelectric.com/documents/en/CorporateSocialResponsibility/CorporateSocialResponsibility_CDD/Documents/SR2024E.pdf).
[Fixed row]

(7.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure?

Select from:
☑ **No**

(7.5) Provide your base year and base year emissions.

Scope 1

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

42297

(7.5.3) Methodological details

Follows the "Guidelines to Account for and Report on Greenhouse Gas Emissions and Removals for Buildings in Hong Kong" published by the Environmental Protection Department and the Electrical and Mechanical Services Department of the HKSAR Government. Include Scope 1 GHG emissions from Hong Kong railway and investment properties as covered in our science-based targets.

Scope 2 (market-based)

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

1162162

(7.5.3) Methodological details

According to GHG Protocol, a location-based method reflects the average emissions intensity of grids on which energy consumption occurs (using mostly grid-average emission factor data). A market-based method reflects emissions from electricity that companies have purposefully chosen (or their lack of choice). Based on the above, all Scope 2 emissions have been reported using market-based emission factors. Include Scope 2 GHG emissions from Hong Kong railway and investment properties as covered in our science-based targets.

Scope 3 category 1: Purchased goods and services

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

512411

(7.5.3) Methodological details

Spend-based method based on the relevant capital expenditure on purchase of assets and the corresponding emission factor (EF) from Quantis GHG Protocol Scope 3 Evaluator.

Scope 3 category 2: Capital goods

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

54091

(7.5.3) Methodological details

For railway: spend-based method based on the relevant capital expenditure on developments and the corresponding emission factor from Quantis GHG Protocol Scope 3 Evaluator. For investment properties: emission factor for construction carbon emission from an academic paper jointly published by the Hong Kong University of Science and Technology and Swire Properties.

Scope 3 category 3: Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

235691

(7.5.3) Methodological details

For railway: Emission factor from Quantis GHG Protocol Scope 3 Evaluator. For investment properties, emission factor developed by Arup based on carbon emission owing to extraction, production, transportation and T&D loss.

Scope 3 category 4: Upstream transportation and distribution

(7.5.1) Base year end

12/30/2019

(7.5.3) Methodological details

GHG emission associated with upstream transportation and distribution of purchased goods and services (category 4) has been included in the calculation of category 1. As lump sum expenditure was used, no separate emission breakdown is provided for category 4.

Scope 3 category 5: Waste generated in operations

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

91738

(7.5.3) Methodological details

Estimated quantity of waste and emission factors from the following sources: 1) Guidelines to Account for and Report on Greenhouse Gas Emissions and Removals for Buildings (Commercial, Residential or Institutional Purposes) in Hong Kong published by the Environmental Protection Department and the Electrical and Mechanical Services Department; 2) Carbon Audit Toolkit for Small and Medium Enterprises in Hong Kong published by the University of Hong Kong and the City University of Hong Kong; 3) Hong Kong Drainage Service Department Sustainability Report.

Scope 3 category 6: Business travel

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

2216

(7.5.3) Methodological details

Include business travels of Hong Kong employees.

Scope 3 category 7: Employee commuting

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

30161

(7.5.3) Methodological details

Number of Hong Kong employee and emission factor from Quantis GHG Protocol Scope 3 Evaluator

Scope 3 category 8: Upstream leased assets

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

613954

(7.5.3) Methodological details

Include Scope 1 and 2 emissions of majority-owned subsidiaries in Mainland China and overseas including Australia, UK and Nordic.

Scope 3 category 9: Downstream transportation and distribution

(7.5.3) Methodological details

Not relevant to our business and operation. A mapping exercise was conducted to identify the relevant GHG emission categories in upstream (e.g. Capital Goods) and downstream (e.g. Downstream leased assets) supply chain. Of the 15 Scope 3 categories defined under the GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard, 9 of them were identified as relevant to our business and calculated as part of our Scope 3 emission inventory.

Scope 3 category 10: Processing of sold products

(7.5.3) Methodological details

Not relevant to our business and operation. A mapping exercise was conducted to identify the relevant GHG emission categories in upstream (e.g. Capital Goods) and downstream (e.g. Downstream leased assets) supply chain. Of the 15 Scope 3 categories defined under the GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard, 9 of them were identified as relevant to our business and calculated as part of our Scope 3 emission inventory.

Scope 3 category 11: Use of sold products

(7.5.3) Methodological details

Not relevant to our business and operation. A mapping exercise was conducted to identify the relevant GHG emission categories in upstream (e.g. Capital Goods) and downstream (e.g. Downstream leased assets) supply chain. Of the 15 Scope 3 categories defined under the GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard, 9 of them were identified as relevant to our business and calculated as part of our Scope 3 emission inventory.

Scope 3 category 12: End of life treatment of sold products

(7.5.3) Methodological details

Not relevant to our business and operation. A mapping exercise was conducted to identify the relevant GHG emission categories in upstream (e.g. Capital Goods) and downstream (e.g. Downstream leased assets) supply chain. Of the 15 Scope 3 categories defined under the GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard, 9 of them were identified as relevant to our business and calculated as part of our Scope 3 emission inventory.

Scope 3 category 13: Downstream leased assets

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

162806

(7.5.3) Methodological details

Tenants' emissions estimated by using the energy consumption data in the Energy Consumption Indicators and Benchmarks published by the Electrical and Mechanical Services Department of the HKSAR Government; and the respective floor use distribution in investment properties.

Scope 3 category 14: Franchises

(7.5.3) Methodological details

Not relevant to our business and operation. A mapping exercise was conducted to identify the relevant GHG emission categories in upstream (e.g. Capital Goods) and downstream (e.g. Downstream leased assets) supply chain. Of the 15 Scope 3 categories defined under the GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard, 9 of them were identified as relevant to our business and calculated as part of our Scope 3 emission inventory.

Scope 3 category 15: Investments

(7.5.3) Methodological details

Not relevant to our business and operation. A mapping exercise was conducted to identify the relevant GHG emission categories in upstream (e.g. Capital Goods) and downstream (e.g. Downstream leased assets) supply chain. Of the 15 Scope 3 categories defined under the GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard, 9 of them were identified as relevant to our business and calculated as part of our Scope 3 emission inventory.

Scope 3: Other (upstream)

(7.5.3) Methodological details

Not relevant to our business and operation. A mapping exercise was conducted to identify the relevant GHG emission categories in upstream (e.g. Capital Goods) and downstream (e.g. Downstream leased assets) supply chain. Of the 15 Scope 3 categories defined under the GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard, 9 of them were identified as relevant to our business and calculated as part of our Scope 3 emission inventory.

Scope 3: Other (downstream)

(7.5.3) Methodological details

Not relevant to our business and operation. A mapping exercise was conducted to identify the relevant GHG emission categories in upstream (e.g. Capital Goods) and downstream (e.g. Downstream leased assets) supply chain. Of the 15 Scope 3 categories defined under the GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard, 9 of them were identified as relevant to our business and calculated as part of our Scope 3 emission inventory.
[Fixed row]

(7.6) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

Reporting year

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

51776

(7.6.3) Methodological details

Follows the “Guidelines to Account for and Report on Greenhouse Gas Emissions and Removals for Buildings in Hong Kong” published by the Environmental Protection Department and the Electrical and Mechanical Services Department of the HKSAR Government. Include Scope 1 GHG emissions from Hong Kong railway, investment and managed properties.

Past year 1

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

42466

(7.6.2) End date

12/30/2023

(7.6.3) Methodological details

Follows the “Guidelines to Account for and Report on Greenhouse Gas Emissions and Removals for Buildings in Hong Kong” published by the Environmental Protection Department and the Electrical and Mechanical Services Department of the HKSAR Government. Include Scope 1 GHG emissions from Hong Kong railway, investment and managed properties.

Past year 2

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

42188

(7.6.2) End date

12/30/2022

(7.6.3) Methodological details

Follows the “Guidelines to Account for and Report on Greenhouse Gas Emissions and Removals for Buildings in Hong Kong” published by the Environmental Protection Department and the Electrical and Mechanical Services Department of the HKSAR Government. Include Scope 1 GHG emissions from Hong Kong railway, investment and managed properties.

Past year 3

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

40611

(7.6.2) End date

12/30/2021

(7.6.3) Methodological details

Follows the “Guidelines to Account for and Report on Greenhouse Gas Emissions and Removals for Buildings in Hong Kong” published by the Environmental Protection Department and the Electrical and Mechanical Services Department of the HKSAR Government. Include Scope 1 GHG emissions from Hong Kong railway, investment and managed properties.

Past year 4

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

40949

(7.6.2) End date

12/30/2020

(7.6.3) Methodological details

Follows the “Guidelines to Account for and Report on Greenhouse Gas Emissions and Removals for Buildings in Hong Kong” published by the Environmental Protection Department and the Electrical and Mechanical Services Department of the HKSAR Government. Include Scope 1 GHG emissions from Hong Kong railway, investment and managed properties.

Past year 5

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

46134

(7.6.2) End date

12/30/2019

(7.6.3) Methodological details

Follows the “Guidelines to Account for and Report on Greenhouse Gas Emissions and Removals for Buildings in Hong Kong” published by the Environmental Protection Department and the Electrical and Mechanical Services Department of the HKSAR Government. Include Scope 1 GHG emissions from Hong Kong railway, investment and managed properties.
[Fixed row]

(7.7) What were your organization’s gross global Scope 2 emissions in metric tons CO2e?

Reporting year

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e)

1048178

(7.7.4) Methodological details

In Hong Kong, our energy suppliers are restricted to two vertically integrated power companies (CLP and HEC) that are regulated by the Hong Kong SAR Government under a Scheme of Control Agreement (SCA) that is valid until 2033, with each supplier provides electricity to different parts of Hong Kong. CLP supplies electricity to Kowloon, New Territories and Lantau Island; while HEC supplies electricity to Hong Kong Island, Ap Lei Chau and Lamma Island. Market-based emissions are calculated based on the emission factors provided by the two power companies (CLP and HEC) in their annual sustainability reports. Emission number includes Scope 2 GHG emissions from Hong Kong railway, investment and managed properties.

Past year 1

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e)

1075885

(7.7.3) End date

12/30/2023

(7.7.4) Methodological details

In Hong Kong, our energy suppliers are restricted to two vertically integrated power companies (CLP and HEC) that are regulated by the Hong Kong SAR Government under a Scheme of Control Agreement (SCA) that is valid until 2033, with each supplier provides electricity to different parts of Hong Kong. CLP supplies electricity to Kowloon, New Territories and Lantau Island; while HEC supplies electricity to Hong Kong Island, Ap Lei Chau and Lamma Island. Market-based emissions are calculated based on the emission factors provided by the two power companies (CLP and HEC) in their annual sustainability reports. Emission number includes Scope 2 GHG emissions from Hong Kong railway, investment and managed properties.

Past year 2

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e)

1012456

(7.7.3) End date

12/30/2022

(7.7.4) Methodological details

In Hong Kong, our energy suppliers are restricted to two vertically integrated power companies (CLP and HEC) that are regulated by the Hong Kong SAR Government under a Scheme of Control Agreement (SCA) that is valid until 2033, with each supplier provides electricity to different parts of Hong Kong. CLP supplies electricity to Kowloon, New Territories and Lantau Island; while HEC supplies electricity to Hong Kong Island, Ap Lei Chau and Lamma Island. Market-based emissions are calculated based on the emission factors provided by the two power companies (CLP and HEC) in their annual sustainability reports. Emission number includes Scope 2 GHG emissions from Hong Kong railway, investment and managed properties.

Past year 3

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e)

1035654

(7.7.3) End date

12/30/2021

(7.7.4) Methodological details

In Hong Kong, our energy suppliers are restricted to two vertically integrated power companies (CLP and HEC) that are regulated by the Hong Kong SAR Government under a Scheme of Control Agreement (SCA) that is valid until 2033, with each supplier provides electricity to different parts of Hong Kong. CLP supplies electricity to Kowloon, New Territories and Lantau Island; while HEC supplies electricity to Hong Kong Island, Ap Lei Chau and Lamma Island. Market-based emissions are calculated based on the emission factors provided by the two power companies (CLP and HEC) in their annual sustainability reports. Emission number includes Scope 2 GHG emissions from Hong Kong railway, investment and managed properties.

Past year 4

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e)

976574

(7.7.3) End date

12/30/2020

(7.7.4) Methodological details

In Hong Kong, our energy suppliers are restricted to two vertically integrated power companies (CLP and HEC) that are regulated by the Hong Kong SAR Government under a Scheme of Control Agreement (SCA) that is valid until 2033, with each supplier provides electricity to different parts of Hong Kong. CLP supplies electricity to Kowloon, New Territories and Lantau Island; while HEC supplies electricity to Hong Kong Island, Ap Lei Chau and Lamma Island. Market-based emissions are calculated based on the emission factors provided by the two power companies (CLP and HEC) in their annual sustainability reports. Emission number includes Scope 2 GHG emissions from Hong Kong railway, investment and managed properties.

Past year 5

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e)

1332512

(7.7.3) End date

12/30/2019

(7.7.4) Methodological details

In Hong Kong, our energy suppliers are restricted to two vertically integrated power companies (CLP and HEC) that are regulated by the Hong Kong SAR Government under a Scheme of Control Agreement (SCA) that is valid until 2033, with each supplier provides electricity to different parts of Hong Kong. CLP supplies electricity to Kowloon, New Territories and Lantau Island; while HEC supplies electricity to Hong Kong Island, Ap Lei Chau and Lamma Island. Market-based emissions are calculated based on the emission factors provided by the two power companies (CLP and HEC) in their annual sustainability reports. Emission number includes Scope 2 GHG emissions from Hong Kong railway, investment and managed properties.
[Fixed row]

(7.8) Account for your organization’s gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

(7.8.1) Evaluation status

Select from:
☑ **Relevant, calculated**

(7.8.2) Emissions in reporting year (metric tons CO2e)

285843

(7.8.3) Emissions calculation methodology

Select all that apply

☑ **Spend-based method**

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Spend-based method based on the relevant capital expenditure on purchase of assets and the corresponding emission factors from Supply Chain Greenhouse Gas Emission Factors v1.3 published by the US Environmental Protection Agency (USEPA), which provides the reference of GHG emissions per 2022 USD. The "Supply Chain Emission Factors with Margin" was used to capture the "cradle-to-shelf" GHG emission.

Capital goods

(7.8.1) Evaluation status

Select from:

☑ **Relevant, calculated**

(7.8.2) Emissions in reporting year (metric tons CO2e)

203514

(7.8.3) Emissions calculation methodology

Select all that apply

☑ **Hybrid method**

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

74

(7.8.5) Please explain

For embodied carbon emissions associated with construction of railway extension projects, hybrid method was employed using the information provided by our contractors and the emission factors in Construction Industry Council Carbon Assessment Tool (“CIC CAT”). The method has been changed from last year’s spend-based method for enhanced accuracy. For investment properties, average-data method was used where floor area is multiplied by the corresponding per floor area embodied carbon emission factor to calculate the embodied carbon footprint.

Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.8.1) Evaluation status

Select from:

☑ **Relevant, calculated**

(7.8.2) Emissions in reporting year (metric tons CO2e)

132176

(7.8.3) Emissions calculation methodology

Select all that apply

☑ **Average data method**

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Average-data method. Fuel and power consumption data multiplied by their corresponding EFs. Petrol, diesel: Corresponding EFs from UK Government GHG Conversion Factors for Company Report (2024), published by the UK Department for Energy Security and Net Zero and the Department for Environment, Food and

Rural Affairs (DEFRA). Electricity: EFs of fuel for power generation from UK Government GHG Conversion Factors for Company Report (2024), published by the UK Department for Energy Security and Net Zero and the Department for Environment, Food and Rural Affairs (DEFRA). For electricity, the EF has taken into account factors including the local fuel mix for power generation and MTR's specific electricity consumption distribution.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ **Relevant, calculated**

(7.8.2) Emissions in reporting year (metric tons CO2e)

285843

(7.8.3) Emissions calculation methodology

Select all that apply

☑ **Spend-based method**

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

GHG emission associated with upstream transportation and distribution of purchased goods and services (category 4) has been included in the calculation of category 1. As lump sum expenditure was used, no separate emission breakdown is provided for category 4. The emission figure indicated (285,843 tCO2e) has included Category 1 and Category 4.

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

13423

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Hybrid method

☑ Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

82

(7.8.5) Please explain

For railway, average-data method was used based on an average amount of waste generation per person and the corresponding EF. For investment properties, the amount of waste disposed provided by cleansing contractors is multiplied by the corresponding EF.

Business travel

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

5776

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Supplier-specific method

☑ Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

76

(7.8.5) Please explain

Supplier-specific GHG data was used for flights and accommodations covered by travel agent. For trips not included in travel agent's data, average data method was used by multiplying activity data and the corresponding EF.

Employee commuting

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

13411

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Average-data method was adopted taking into account the following factors in calculation of emission: number of employees in Hong Kong, average travel distance, different transport modes in Hong Kong, number of working days in a year, and EFs of different transport modes.

Upstream leased assets

(7.8.1) Evaluation status

Select from:

☑ **Relevant, calculated**

(7.8.2) Emissions in reporting year (metric tons CO2e)

721816

(7.8.3) Emissions calculation methodology

Select all that apply

☑ **Site-specific method**

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

Includes Scope 1 and 2 emissions of the majority-owned subsidiaries operating in Mainland China, Australia, UK and Sweden. Site-specific method was used, where fuel and electricity consumption was multiplied by the corresponding EFs specific to local context.

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ **Not relevant, explanation provided**

(7.8.5) Please explain

MTR's core business does not involve sales of products and as such this category is not relevant.

Processing of sold products

(7.8.1) Evaluation status

Select from:

☑ **Not relevant, explanation provided**

(7.8.5) Please explain

MTR's core business does not involve processing or transformation of products and as such this category is not relevant.

Use of sold products

(7.8.1) Evaluation status

Select from:

☑ **Not relevant, explanation provided**

(7.8.5) Please explain

MTR's core business does not involve sales of products and as such this category is not relevant.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

☑ **Not relevant, explanation provided**

(7.8.5) Please explain

MTR's core business does not involve sales of products and as such this category is not relevant.

Downstream leased assets

(7.8.1) Evaluation status

Select from:

☑ **Relevant, calculated**

(7.8.2) Emissions in reporting year (metric tons CO2e)

138536

(7.8.3) Emissions calculation methodology

Select all that apply

☑ **Average data method**

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Average-data method was used, where average energy utilisation index (EUI) for each type of space was multiplied by their corresponding floor area and power companies' EFs.

Franchises

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

MTR has no relevant franchisee.

Investments

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

MTR is not primarily a financial institution. Our Scope 3 SBT boundary focuses on the primary businesses of MTR (i.e. railway and investment properties operations).

Other (upstream)

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

All relevant upstream Scope 3 emissions are identified and assessed in accordance with the GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard.

Other (downstream)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

All relevant downstream Scope 3 emissions are identified and assessed in accordance with the GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard.
[Fixed row]

(7.8.1) Disclose or restate your Scope 3 emissions data for previous years.

Past year 1

(7.8.1.1) End date

12/30/2023

(7.8.1.2) Scope 3: Purchased goods and services (metric tons CO2e)

308501

(7.8.1.3) Scope 3: Capital goods (metric tons CO2e)

78337

(7.8.1.4) Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)

122088

(7.8.1.5) Scope 3: Upstream transportation and distribution (metric tons CO2e)

308501

(7.8.1.6) Scope 3: Waste generated in operations (metric tons CO2e)

108317

(7.8.1.7) Scope 3: Business travel (metric tons CO2e)

1489

(7.8.1.8) Scope 3: Employee commuting (metric tons CO2e)

29589

(7.8.1.9) Scope 3: Upstream leased assets (metric tons CO2e)

713114

(7.8.1.14) Scope 3: Downstream leased assets (metric tons CO2e)

151047

(7.8.1.19) Comment

From reporting year 2023, we have expanded and adjusted our reporting scope of Scope 3 emissions to cover 9 out of 15 categories of Scope 3 emissions that are relevant to our operations to better align with the GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard and the scope of our Scope 3 science-based targets. The calculation was also revised from reporting year 2023 by using updated and more refined emission factors to enable a better estimate of our Scope 3 emissions. The Other (upstream) emission covers emissions from water consumption and sewage treatment. The calculation of Category 4 emission is combined with Category 1. Therefore, no breakdown for Category 4 emission is provided. The emission figure provided (308,501 tCO2e) has included Category 1 and Category 4.

Past year 2

(7.8.1.1) End date

12/30/2022

(7.8.1.2) Scope 3: Purchased goods and services (metric tons CO2e)

463.08

(7.8.1.6) Scope 3: Waste generated in operations (metric tons CO2e)

782.17

(7.8.1.7) Scope 3: Business travel (metric tons CO2e)

406.41

(7.8.1.15) Scope 3: Franchises (metric tons CO2e)

639725

(7.8.1.16) Scope 3: Investments (metric tons CO2e)

639725

(7.8.1.17) Scope 3: Other (upstream) (metric tons CO2e)

1351.08

Past year 3

(7.8.1.1) End date

12/30/2021

(7.8.1.2) Scope 3: Purchased goods and services (metric tons CO2e)

1411

(7.8.1.6) Scope 3: Waste generated in operations (metric tons CO2e)

1569

(7.8.1.7) Scope 3: Business travel (metric tons CO2e)

137

(7.8.1.15) Scope 3: Franchises (metric tons CO2e)

680628

(7.8.1.16) Scope 3: Investments (metric tons CO2e)

680628

(7.8.1.17) Scope 3: Other (upstream) (metric tons CO2e)

808

Past year 4

(7.8.1.1) End date

12/30/2020

(7.8.1.2) Scope 3: Purchased goods and services (metric tons CO2e)

1359

(7.8.1.6) Scope 3: Waste generated in operations (metric tons CO2e)

5731

(7.8.1.7) Scope 3: Business travel (metric tons CO2e)

386

(7.8.1.15) Scope 3: Franchises (metric tons CO2e)

575489

(7.8.1.16) Scope 3: Investments (metric tons CO2e)

575489

Past year 5

(7.8.1.1) End date

12/30/2019

(7.8.1.2) Scope 3: Purchased goods and services (metric tons CO2e)

308

(7.8.1.6) Scope 3: Waste generated in operations (metric tons CO2e)

6440

(7.8.1.7) Scope 3: Business travel (metric tons CO2e)

1915

(7.8.1.15) Scope 3: Franchises (metric tons CO2e)

608949

(7.8.1.16) Scope 3: Investments (metric tons CO2e)

608949
[Fixed row]

(7.9) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	*Select from:* ☑ Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	*Select from:* ☑ Third-party verification or assurance process in place
Scope 3	*Select from:* ☑ Third-party verification or assurance process in place

[Fixed row]

(7.9.1) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Row 1

(7.9.1.1) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.1.2) Status in the current reporting year

Select from:

☑ Complete

(7.9.1.3) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.1.4) Attach the statement

7.9.1 - Extracted pages.pdf

(7.9.1.5) Page/section reference

Page 2, 3, 6 and 7

(7.9.1.6) Relevant standard

Select from:
☑ ISAE3000

(7.9.1.7) Proportion of reported emissions verified (%)

100
[Add row]

(7.9.2) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Row 1

(7.9.2.1) Scope 2 approach

Select from:
☑ Scope 2 market-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.2.3) Status in the current reporting year

Select from:
☑ Complete

(7.9.2.4) Type of verification or assurance

Select from:
☑ Limited assurance

(7.9.2.5) Attach the statement

7.9.1 - Extracted pages.pdf

(7.9.2.6) Page/ section reference

Page 2, 3, 6 and 7

(7.9.2.7) Relevant standard

Select from:
☑ ISAE3000

(7.9.2.8) Proportion of reported emissions verified (%)

100
[Add row]

(7.9.3) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Row 1

(7.9.3.1) Scope 3 category

Select all that apply

- ☑ Scope 3: Capital goods
- ☑ Scope 3: Business travel
- ☑ Scope 3: Employee commuting
- ☑ Scope 3: Upstream leased assets
- ☑ Scope 3: Downstream leased assets
- ☑ Scope 3: Purchased goods and services
- ☑ Scope 3: Waste generated in operations
- ☑ Scope 3: Upstream transportation and distribution
- ☑ Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)

(7.9.3.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.3.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.3.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.3.5) Attach the statement

7.9.1 - Extracted pages.pdf

(7.9.3.6) Page/section reference

Page 2, 3 and 6

(7.9.3.7) Relevant standard

Select from:
☑ ISAE3000

(7.9.3.8) Proportion of reported emissions verified (%)

100
[Add row]

(7.10) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Select from:
☑ Decreased

(7.10.1) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

Change in renewable energy consumption

(7.10.1.1) Change in emissions (metric tons CO2e)

100

(7.10.1.2) Direction of change in emissions

Select from:
☑ Decreased

(7.10.1.3) Emissions value (percentage)

0.01

(7.10.1.4) Please explain calculation

Compared to 2023 level, there was an increase in consumption of solar energy generated. The associated additional carbon saving is estimated to be around 100 tCO2e. The emission value (%) provided is relative to last year's combined Scope 1 and 2 emission.

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO2e)

10300

(7.10.1.2) Direction of change in emissions

Select from:

☑ **Decreased**

(7.10.1.3) Emissions value (percentage)

0.9

(7.10.1.4) Please explain calculation

Implementation of new carbon reduction initiatives at our railway and investment properties in 2024 are estimated to result in a further carbon emission saving of at least 10,300 tCO2e relative to 2023 level. The emission value (%) provided is relative to last year's combined Scope 1 and 2 emission.

Divestment

(7.10.1.4) Please explain calculation

Not applicable

Acquisitions

(7.10.1.4) Please explain calculation

Not applicable

Mergers

(7.10.1.4) Please explain calculation

Not applicable

Change in output

(7.10.1.1) Change in emissions (metric tons CO2e)

57600

(7.10.1.2) Direction of change in emissions

Select from:

☑ **Decreased**

(7.10.1.3) Emissions value (percentage)

5.2

(7.10.1.4) Please explain calculation

The emission factor of electricity purchased from CLP decreased from 0.39 kg CO2e/kWh in 2023 to 0.38 kg CO2e/kWh in 2024; whereas the emission factor of electricity purchased from HEC decreased from 0.66 kg CO2e/kWh in 2023 to 0.60 kg CO2e/kWh in 2024. The emission value (%) provided is relative to last year's combined Scope 1 and 2 emission.

Change in methodology

(7.10.1.1) Change in emissions (metric tons CO2e)

9400

(7.10.1.2) Direction of change in emissions

Select from:

☑ **Increased**

(7.10.1.3) Emissions value (percentage)

7.7

(7.10.1.4) Please explain calculation

The calculation method was refined to provide more accurate estimates of the upstream well-to-tank emissions associated with the use of electricity. The refined methodology has taken into account factors including the local fuel mix for power generation and MTR's specific electricity consumption distribution. The emission value (%) provided is relative to last year's Scope 3 Category 3 emission.

Change in boundary

(7.10.1.4) Please explain calculation

Not applicable

Change in physical operating conditions

(7.10.1.4) Please explain calculation

Not applicable

Unidentified

(7.10.1.4) Please explain calculation

Not applicable
[Fixed row]

(7.10.2) Are your emissions performance calculations in 7.10 and 7.10.1 based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Select from:
☑ Market-based

(7.12) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

Select from:
☑ No

(7.15) Does your organization break down its Scope 1 emissions by greenhouse gas type?

Select from:
☑ Yes

(7.15.1) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used global warming potential (GWP).

Row 1

(7.15.1.1) Greenhouse gas

Select from:
☑ CO2

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

50562.52

(7.15.1.3) GWP Reference

Select from:

☑ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 2

(7.15.1.1) Greenhouse gas

Select from:

☑ CH4

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

112.77

(7.15.1.3) GWP Reference

Select from:

☑ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 3

(7.15.1.1) Greenhouse gas

Select from:

☑ N2O

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

1100.41

(7.15.1.3) GWP Reference

Select from:

☑ IPCC Sixth Assessment Report (AR6 - 100 year)

[Add row]

(7.16) Break down your total gross global Scope 1 and 2 emissions by country/area.

	Scope 1 emissions (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Hong Kong SAR, China	*51776*	*1048178*

[Fixed row]

(7.17) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

Select all that apply

☑ By business division

☑ By activity

(7.17.1) Break down your total gross global Scope 1 emissions by business division.

	Business division	Scope 1 emissions (metric ton CO2e)
Row 1	*Corporate functions and main office buildings*	*3111*
Row 2	*Transport operations*	*38852*
Row 3	*Network expansion*	*110*
Row 4	*Properties and Other Businesses*	*9704*

[Add row]

(7.17.3) Break down your total gross global Scope 1 emissions by business activity.

	Activity	Scope 1 emissions (metric tons CO2e)
Row 1	*Fuel - rail operations and maintenance, in-house support and network expansion*	*5583*
Row 2	*Fuel - feeder bus services*	*17768*
Row 3	*Refrigerants - property business*	*9532*
Row 4	*Refrigerants - transport operations and in-house support*	*18743*
Row 5	*Fuel - property business*	*150*

[Add row]

(7.19) Break down your organization's total gross global Scope 1 emissions by sector production activity in metric tons CO2e.

	Gross Scope 1 emissions, metric tons CO2e	Comment
Transport services activities	*42073*	*Includes Scope 1 emissions for rail operation and maintenance, in-house support and railway extension.*

[Fixed row]

(7.20) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

Select all that apply

☑ By business division

(7.20.1) Break down your total gross global Scope 2 emissions by business division.

	Business division	Scope 2, market-based (metric tons CO2e)
Row 1	*Corporate Functions and Main Office Buildings*	*8633*
Row 2	*Transport Operations*	*842283*
Row 3	*Network Expansion*	*138*
Row 4	*Properties and Other Businesses*	*197123*

[Add row]

(7.21) Break down your organization's total gross global Scope 2 emissions by sector production activity in metric tons CO2e.

	Scope 2, market-based (if applicable), metric tons CO2e	Comment
Transport services activities	*851054*	*Includes emissions for rail operation and maintenance, in-house support and railway extension.*

[Fixed row]

(7.22) Break down your gross Scope 1 and Scope 2 emissions between your consolidated accounting group and other entities included in your response.

Consolidated accounting group

(7.22.1) Scope 1 emissions (metric tons CO2e)

51776

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

1048178

(7.22.4) Please explain

The reported Scope 1 and 2 GHG inventory generally accounts for 100 per cent of GHG emissions from operations in Hong Kong over which we have operational control. It does not account for GHG emissions from operations over which we do not have operational control.

All other entities

(7.22.1) Scope 1 emissions (metric tons CO2e)

0

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

0

(7.22.4) Please explain

Our Scope 1 and 2 GHG inventory does not include our subsidiaries in Hong Kong over which we have no operational control.
[Fixed row]

(7.23) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Select from:

☑ Yes

(7.23.1) Break down your gross Scope 1 and Scope 2 emissions by subsidiary.

Row 1

(7.23.1.1) Subsidiary name

MTR Corporation (Shenzhen) Limited

(7.23.1.2) Primary activity

Select from:

☑ Passenger rail

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ No unique identifier

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

510

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

116468

Row 2

(7.23.1.1) Subsidiary name

Hangzhou MTR Line 5 Corporation Limited

(7.23.1.2) Primary activity

Select from:

☑ Passenger rail

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ No unique identifier

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

1028

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

102091

Row 3

(7.23.1.1) Subsidiary name

Metro Trains Melbourne Pty. Ltd.

(7.23.1.2) Primary activity

Select from:

☑ Passenger rail

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ No unique identifier

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

6223

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

355981

Row 4

(7.23.1.1) Subsidiary name

Metro Trains Sydney Pty. Limited

(7.23.1.2) Primary activity

Select from:

☑ **Passenger rail**

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ **No unique identifier**

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

279

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

96261

Row 5

(7.23.1.1) Subsidiary name

MTR Corporation (Crossrail) Limited

(7.23.1.2) Primary activity

Select from:

☑ **Passenger rail**

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ **No unique identifier**

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

462

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

40307

Row 6

(7.23.1.1) Subsidiary name

MTR Nordic AB

(7.23.1.2) Primary activity

Select from:

☑ **Passenger rail**

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ **No unique identifier**

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

94

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

793

Row 7

(7.23.1.1) Subsidiary name

MTR Mälartåg AB

(7.23.1.2) Primary activity

Select from:

☑ **Passenger rail**

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ **No unique identifier**

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

0

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

6

Row 8

(7.23.1.1) Subsidiary name

MTR Express (Sweden) AB

(7.23.1.2) Primary activity

Select from:

☑ **Passenger rail**

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ **No unique identifier**

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

29

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

0.1

Row 9

(7.23.1.1) Subsidiary name

MTR Facility Management AB

(7.23.1.2) Primary activity

Select from:

☑ **Passenger rail**

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ No unique identifier

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

153

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

0
[Add row]

(7.29) What percentage of your total operational spend in the reporting year was on energy?

Select from:

☑ More than 10% but less than or equal to 15%

(7.30) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	*Select from:* ☑ Yes
Consumption of purchased or acquired electricity	*Select from:* ☑ Yes
Consumption of purchased or acquired heat	*Select from:*

	Indicate whether your organization undertook this energy-related activity in the reporting year
	☑ No
Consumption of purchased or acquired steam	*Select from:* ☑ No
Consumption of purchased or acquired cooling	*Select from:* ☑ No
Generation of electricity, heat, steam, or cooling	*Select from:* ☑ Yes

[Fixed row]

(7.30.1) Report your organization’s energy consumption totals (excluding feedstocks) in MWh.

Consumption of fuel (excluding feedstock)

(7.30.1.1) Heating value

Select from:

☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

85927

(7.30.1.4) Total (renewable + non-renewable) MWh

85927.00

Consumption of purchased or acquired electricity

(7.30.1.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

2135477

(7.30.1.4) Total (renewable + non-renewable) MWh

2135477.00

Consumption of self-generated non-fuel renewable energy

(7.30.1.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

299

(7.30.1.4) Total (renewable + non-renewable) MWh

299.00

Total energy consumption

(7.30.1.1) Heating value

Select from:
☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

299

(7.30.1.3) MWh from non-renewable sources

2221404

(7.30.1.4) Total (renewable + non-renewable) MWh

2221703.00
[Fixed row]

(7.30.6) Select the applications of your organization’s consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	*Select from:*

	Indicate whether your organization undertakes this fuel application
	☑ No
Consumption of fuel for the generation of heat	*Select from:* ☑ No
Consumption of fuel for the generation of steam	*Select from:* ☑ No
Consumption of fuel for the generation of cooling	*Select from:* ☑ No
Consumption of fuel for co-generation or tri-generation	*Select from:* ☑ No

[Fixed row]

(7.30.7) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

(7.30.7.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

N/A

Other biomass

(7.30.7.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

N/A

Other renewable fuels (e.g. renewable hydrogen)

(7.30.7.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

N/A

Coal

(7.30.7.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

N/A

Oil

(7.30.7.1) Heating value

Select from:

☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

85927

(7.30.7.8) Comment

Includes petrol and diesel consumption to support railway and property businesses in Hong Kong.

Gas

(7.30.7.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

N/A

Other non-renewable fuels (e.g. non-renewable hydrogen)

(7.30.7.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

N/A

Total fuel

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

85927

(7.30.7.8) Comment

Includes petrol and diesel consumption to support railway and property businesses in Hong Kong.
[Fixed row]

(7.30.9) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.

Electricity

(7.30.9.1) Total Gross generation (MWh)

10408

(7.30.9.2) Generation that is consumed by the organization (MWh)

9169

(7.30.9.3) Gross generation from renewable sources (MWh)

1538

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

299

Heat

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Steam

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Cooling

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0
[Fixed row]

(7.30.14) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero or near-zero emission factor in the market-based Scope 2 figure reported in 7.7.

Row 1

(7.30.14.1) Country/area

Select from:
☑ Hong Kong SAR, China

(7.30.14.2) Sourcing method

Select from:
☑ Unbundled procurement of energy attribute certificates (EACs)

(7.30.14.3) Energy carrier

Select from:
☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☑ Renewable energy mix, please specify :Renewable Energy Certificates offered by the two power companies in Hong Kong are backed by solar power and wind power.

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

102

(7.30.14.6) Tracking instrument used

Select from:

☑ Other, please specify :By inventory system of power companies in Hong Kong, i.e. CLP and HEC.

(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

☑ Hong Kong SAR, China

(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.14.10) Comment

In 2024, we have purchased a total of 102,000 kWh of renewable energy in the form of Renewable Energy Certificates.
[Add row]

(7.30.15) Provide details on the average emission factor used for all transport movements per mode that directly source energy from the grid.

Row 1

(7.30.15.1) Category

Select from:

☑ Rail

(7.30.15.2) Emission factor unit

Select from:

☑ gCO2e/kWh

(7.30.15.3) Average emission factor: unit value

380

(7.30.15.4) Comment

Based on the sustainability report of CLP (one of the two power companies in HK), the emission factor for 2024 is 0.38 kgCO2e/kWh. Please refer to the ESG Data Hub: https://sustainability.clpgroup.com/en/2024/esg-data-hub

Row 2

(7.30.15.1) Category

Select from:

☑ Rail

(7.30.15.2) Emission factor unit

Select from:

☑ gCO2e/kWh

(7.30.15.3) Average emission factor: unit value

600

(7.30.15.4) Comment

Based on the sustainability report of HEC (one of the two power companies in HK), the emission factor for 2024 is 0.60 kgCO2e/kWh (p.44 of the report). https://www.hkelectric.com/documents/en/CorporateSocialResponsibility/CorporateSocialResponsibility_CDD/Documents/SR2024E.pdf
[Add row]

(7.30.16) Provide a breakdown by country/area of your electricity/heat/steam/cooling consumption in the reporting year.

Hong Kong SAR, China

(7.30.16.1) Consumption of purchased electricity (MWh)

2135477

(7.30.16.2) Consumption of self-generated electricity (MWh)

9169

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

2144646.00
[Fixed row]

(7.36) Provide any efficiency metrics that are appropriate for your organization’s transport products and/or services.

Row 1

(7.36.1) Activity

Select from:

☑ Rail

(7.36.2) Metric figure

0.079

(7.36.3) Metric numerator

Select from:

☑ Other, please specify :kWh

(7.36.4) Metric denominator

Select from:

☑ Other, please specify :passenger-km

(7.36.5) Metric numerator: Unit total

1667567000

(7.36.6) Metric denominator: Unit total

21064279562

(7.36.7) % change from last year

-3.9

(7.36.8) Please explain

In 2024, total passenger-km for MTR rail and bus services in Hong Kong increased by around 5.6% compared to 2023 due to continued increase in travel activities following boundary re-opening in early 2023, while the electricity consumption for our railway network only increased by around 1.6% compared to 2023.
[Add row]

(7.45) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Row 1

(7.45.1) Intensity figure

0.0000183292

(7.45.2) Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

1099954

(7.45.3) Metric denominator

Select from:
☑ unit total revenue

(7.45.4) Metric denominator: Unit total

60011000000

(7.45.5) Scope 2 figure used

Select from:
☑ Market-based

(7.45.6) % change from previous year

6.6

(7.45.7) Direction of change

Select from:

☑ Decreased

(7.45.8) Reasons for change

Select all that apply

☑ Other emissions reduction activities

☑ Change in revenue

☑ Other, please specify :Continued improvement in grid emission factors

(7.45.9) Please explain

Total Scope 1 and 2 carbon emissions in 2024 has decreased by 1.7% compared to 2023. Over the same period, the total revenue has increased by 5.3%, resulting in a decrease in intensity.
[Add row]

(7.51) What are your primary intensity (activity-based) metrics that are appropriate to your emissions from transport activities in Scope 1, 2, and 3?

Rail

(7.51.1) Scopes used for calculation of intensities

Select from:

☑ Report Scope 1 + 2

(7.51.2) Intensity figure

0.000041831

(7.51.3) Metric numerator: emissions in metric tons CO2e

881135

(7.51.4) Metric denominator: unit

Select from:

☑ **p.km**

(7.51.5) Metric denominator: unit total

21064279562

(7.51.6) % change from previous year

-7.7

(7.51.7) Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.

Includes Scope 1 and 2 emissions from transport operations. In 2024, total passenger-km for MTR rail and bus services in Hong Kong increased by around 5.6% compared to 2023, due to continued increase in travel activities following boundary re-opening in early 2023. Over the same period, Scope 1 and 2 emissions decreased by 2.5% due to continued improvement in grid emission factors and implementation of carbon reduction initiatives.

ALL

(7.51.1) Scopes used for calculation of intensities

Select from:

☑ **Report Scope 1 + 2**

(7.51.2) Intensity figure

0.0000424001

(7.51.3) Metric numerator: emissions in metric tons CO2e

893127

(7.51.4) Metric denominator: unit

Select from:

☑ **p.km**

(7.51.5) Metric denominator: unit total

21064279562

(7.51.6) % change from previous year

-7.9

(7.51.7) Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.

Includes Scope 1 and 2 emissions from transport operations, in-house support and network expansion. In 2024, total passenger-km for MTR rail and bus services in Hong Kong increased by around 5.6% compared to 2023, due to continued increase in travel activities following boundary re-opening in early 2023. Over the same period, the total Scope 1 and 2 emissions decreased by 2.8%. The emission associated with upstream transportation of goods (Cat 4) has been covered in Cat 1, and no separate breakdown for Cat 4 is available. Therefore, only Scope 1 and 2 emissions are included.
[Fixed row]

(7.52) Provide any additional climate-related metrics relevant to your business.

Row 1

(7.52.1) Description

Select from:

☑ Other, please specify :Support EVs adoption

(7.52.2) Metric value

200

(7.52.3) Metric numerator

Unit of Electric Vehicle Charging Units

(7.52.4) Metric denominator (intensity metric only)

N/A

(7.52.5) % change from previous year

57

(7.52.6) Direction of change

Select from:

☑ Increased

(7.52.7) Please explain

Under the Corporation's Environmental and Social Objective of Greenhouse Gas Emissions Reduction, we have set a target to install over 200 additional Electric Vehicle (EV) charging stations across office buildings, malls and station carparks by 2025. Over 200 EV charging stations were installed as of end-2024, while 127 EV charging stations were installed as of end-2023.
[Add row]

(7.53) Did you have an emissions target that was active in the reporting year?

Select all that apply

☑ Absolute target

☑ Intensity target

(7.53.1) Provide details of your absolute emissions targets and progress made against those targets.

Row 1

(7.53.1.1) Target reference number

Select from:
☑ Abs 1

(7.53.1.2) Is this a science-based target?

Select from:
☑ Yes, and this target has been approved by the Science Based Targets initiative

(7.53.1.3) Science Based Targets initiative official validation letter

7.53.1 - MTRC-HONG-001-OFF Certificate.pdf

(7.53.1.4) Target ambition

Select from:
☑ Well-below 2°C aligned

(7.53.1.5) Date target was set

03/31/2023

(7.53.1.6) Target coverage

Select from:
☑ Business activity

(7.53.1.7) Greenhouse gases covered by target

Select all that apply

☑ Methane (CH4)
☑ Nitrous oxide (N2O)
☑ Carbon dioxide (CO2)
☑ Perfluorocarbons (PFCs)
☑ Hydrofluorocarbons (HFCs)
☑ Sulphur hexafluoride (SF6)
☑ Nitrogen trifluoride (NF3)

(7.53.1.8) Scopes

Select all that apply

☑ Scope 3

(7.53.1.10) Scope 3 categories

Select all that apply

☑ Scope 3, Category 2 – Capital goods
☑ Scope 3, Category 6 – Business travel
☑ Scope 3, Category 7 – Employee commuting
☑ Scope 3, Category 8 - Upstream leased assets
☑ Scope 3, Category 13 – Downstream leased assets
☑ Scope 3, Category 1 – Purchased goods and services
☑ Scope 3, Category 5 – Waste generated in operations
☑ Scope 3, Category 4 – Upstream transportation and distribution
☑ Scope 3, Category 3 – Fuel- and energy- related activities (not included in Scope 1 or 2)

(7.53.1.11) End date of base year

12/30/2019

(7.53.1.14) Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)

512412

(7.53.1.15) Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)

54091

(7.53.1.16) Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)

9882

(7.53.1.18) Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)

91738

(7.53.1.19) Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)

2216

(7.53.1.20) Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)

30161

(7.53.1.21) Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)

613954

(7.53.1.26) Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)

162806

(7.53.1.31) Base year total Scope 3 emissions covered by target (metric tons CO2e)

1477260.000

(7.53.1.32) Total base year emissions covered by target in all selected Scopes (metric tons CO2e)

1477260.000

(7.53.1.35) Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)

100

(7.53.1.36) Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)

100

(7.53.1.37) Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)

4.2

(7.53.1.38) Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)

100

(7.53.1.39) Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)

100

(7.53.1.40) Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)

100

(7.53.1.41) Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)

100

(7.53.1.42) Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)

100

(7.53.1.47) Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)

100

(7.53.1.52) Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)

86.7

(7.53.1.53) Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes

86.7

(7.53.1.54) End date of target

12/30/2030

(7.53.1.55) Targeted reduction from base year (%)

13.5

(7.53.1.56) Total emissions at end date of target covered by target in all selected Scopes (metric tons CO2e)

1277829.900

(7.53.1.59) Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)

285843

(7.53.1.60) Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)

203514

(7.53.1.61) Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)

9844

(7.53.1.63) Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)

13423

(7.53.1.64) Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)

5776

(7.53.1.65) Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)

13411

(7.53.1.66) Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)

721816

(7.53.1.71) Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)

138536

(7.53.1.76) Total Scope 3 emissions in reporting year covered by target (metric tons CO2e)

1392163.000

(7.53.1.77) Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

1392163.000

(7.53.1.78) Land-related emissions covered by target

Select from:

☑ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.1.79) % of target achieved relative to base year

42.67

(7.53.1.80) Target status in reporting year

Select from:

☑ Underway

(7.53.1.82) Explain target coverage and identify any exclusions

Scope 3 Cat 3 emission associated with Hong Kong Railway operation is included in the Railway science-based target (SBT). Therefore, it is excluded in the Scope 3 SBT calculation to avoid double counting.

(7.53.1.83) Target objective

As a low carbon public transportation provider, MTR aspires to reduce its Scope 3 emission across its supply chain, including emissions which are not directly controlled by MTR but are a consequence of its activities. Among the 15 Scope 3 emissions categories in the GHG Protocol, we have identified 9 of them as relevant to our business. Under the SBTi-approved target, we have pledged to reduce our absolute Scope 3 emission by 13.5% by 2030, relative to 2019 levels.

(7.53.1.84) Plan for achieving target, and progress made to the end of the reporting year

Category 1 (Purchased goods and services) & Category 4 (Upstream Transport and Distribution): Develop Sustainable Procurement Policy to provide guidelines for staff to follow when making procurement decisions and promotes sustainability initiatives in the supply chain. Our Green Procurement List covers 290 commonly purchased items, ensuring GHG emissions and other sustainability considerations are incorporated into product selection. Additionally, we have established a target for annual green procurement spending to promote the purchase of environmentally friendly products and services We have engaged our suppliers through various sharing and training sessions designed to share carbon management knowledge and raise awareness. Best practices on ESG issues including carbon management are also shared through our suppliers engagement programme. Category 2 (Capital Goods): We commit to attain BEAM Plus Gold or above certification for all future new stations. Green and low-carbon design elements are incorporated in new railway extensions projects whenever feasible. In 2024, we have updated our contract specifications to promote the use of low-carbon concrete in new railway projects. In addition, we have partnered with a local university to develop a tool for quantifying our embodied carbon footprint in new railway extension projects. Category 3 (Fuel and Energy Related Activities): While we have little influence over how the fuel is produced as an energy consumer, reducing energy consumption across our operations will reduce the emissions from this category. Category 5 (Waste generated in operations): Reduce waste-related emissions through waste reduction at source, facilitating waste recycling efforts, and engaging in upcycling practices to turn waste into valuable resources. Category 6: (Business travel): Reduce the need for business travel by switching to virtual meetings. Category 7: (Employee commuting): Encourage all employees to take MTR through offering free rides for staff. Category 8 (Upstream leased assets): The Corporation will encourage its subsidiaries in Mainland China and overseas to implement carbon reduction measures and use renewable energy to reduce their Scope 2 missions (where renewable energy becomes more readily available). Category 13 (Downstream leased assets): Tenant engagement conducted to identify energy saving opportunities.

(7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:

☑ **No**

[Add row]

(7.53.2) Provide details of your emissions intensity targets and progress made against those targets.

Row 1

(7.53.2.1) Target reference number

Select from:

☑ Int 1

(7.53.2.2) Is this a science-based target?

Select from:

☑ Yes, and this target has been approved by the Science Based Targets initiative

(7.53.2.3) Science Based Targets initiative official validation letter

7.53 - MTRC-HONG-001-OFF Certificate.pdf

(7.53.2.4) Target ambition

Select from:

☑ Well-below 2°C aligned

(7.53.2.5) Date target was set

03/31/2023

(7.53.2.6) Target coverage

Select from:

☑ Business activity

(7.53.2.7) Greenhouse gases covered by target

Select all that apply

☑ Methane (CH4)

☑ Nitrous oxide (N2O)

☑ Carbon dioxide (CO2)

☑ Perfluorocarbons (PFCs)

☑ Hydrofluorocarbons (HFCs)

☑ Nitrogen trifluoride (NF3)

☑ Sulphur hexafluoride (SF6)

(7.53.2.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

☑ Scope 3

(7.53.2.9) Scope 2 accounting method

Select from:

☑ Market-based

(7.53.2.10) Scope 3 categories

Select all that apply

☑ Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.53.2.11) Intensity metric

Select from:

☑ Other, please specify :gram of CO2e per passenger kilometre

(7.53.2.12) End date of base year

12/30/2019

(7.53.2.13) Intensity figure in base year for Scope 1

1.9195

(7.53.2.14) Intensity figure in base year for Scope 2

56.6938

(7.53.2.17) Intensity figure in base year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

11.7149

(7.53.2.32) Intensity figure in base year for total Scope 3

11.7149000000

(7.53.2.33) Intensity figure in base year for all selected Scopes

70.3282000000

(7.53.2.34) % of total base year emissions in Scope 1 covered by this Scope 1 intensity figure

80.2

(7.53.2.35) % of total base year emissions in Scope 2 covered by this Scope 2 intensity figure

82

(7.53.2.38) % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) covered by this Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) intensity figure

95.8

(7.53.2.53) % of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total Scope 3 intensity figure

13.3

(7.53.2.54) % of total base year emissions in all selected Scopes covered by this intensity figure

44

(7.53.2.55) End date of target

12/30/2030

(7.53.2.56) Targeted reduction from base year (%)

46.2

(7.53.2.57) Intensity figure at end date of target for all selected Scopes

37.8365716000

(7.53.2.58) % change anticipated in absolute Scope 1+2 emissions

-3

(7.53.2.59) % change anticipated in absolute Scope 3 emissions

-3

(7.53.2.60) Intensity figure in reporting year for Scope 1

1.8497

(7.53.2.61) Intensity figure in reporting year for Scope 2

39.9929

(7.53.2.64) Intensity figure in reporting year for Scope 3, Category 3: Fuel- and energy-related activities

5.8076

(7.53.2.79) Intensity figure in reporting year for total Scope 3

5.8076000000

(7.53.2.80) Intensity figure in reporting year for all selected Scopes

47.6502000000

(7.53.2.81) Land-related emissions covered by target

Select from:

☑ **No, it does not cover any land-related emissions (e.g. non-FLAG SBT)**

(7.53.2.82) % of target achieved relative to base year

69.80

(7.53.2.83) Target status in reporting year

Select from:

☑ **Underway**

(7.53.2.85) Explain target coverage and identify any exclusions

Scope 1, 2 and 3 well to-wheel GHG emissions from rail transport in Hong Kong

(7.53.2.86) Target objective

Under the SBTi-approved reduction targets, MTR has committed to reducing Scope 1, 2 and 3 well-to-wheel GHG emissions from rail transport in Hong Kong by 46.2% per passenger kilometre by 2030, relative to 2019 levels. Meeting the target will help us align with our long-term goal of achieving carbon neutrality by 2050.

(7.53.2.87) Plan for achieving target, and progress made to the end of the reporting year

As a low-carbon transport provider serving the public, MTR endeavours to incorporate GHG emissions reduction measures in all of its businesses. In support of the science-based targets, MTR has developed a carbon reduction roadmap comprising various strategies to reduce its Scope 1, 2 and 3 emissions. Purchased energy is the largest source of our carbon emissions. Our key decarbonisation strategies focus on four areas: (1) reducing energy consumption and enhancing energy efficiency, (2) electrification, (3) renewable energy, and (4) low-carbon value chain. For years, the Corporation has been practicing regenerative braking to capture the

energy that trains generate while they are braking and putting this energy back into use. We have further expanded the usage of regenerative braking energy through the Station Energy Saving Inverter systems installed at Lai King Traction Substation on Airport Express and Tung Chung Line and at HKU Station on the Island Line, which can capture an estimated average of 1,700 kWh of regenerative energy per day. This regenerative braking energy is converted to low-voltage AC electricity to power station facilities, including lighting, escalators and lifts, etc. In addition to introduce more solar panels, the Corporation has also embarked on further energy-saving measures including the replacement of chiller plants at stations and depots and an LED lighting replacement project. We have continued our large-scale chiller replacement project at stations and depots. Following completion of the first phase of our programme to replace 154 chillers with 133 new chillers of more energy efficient models, we have commenced the second phase including replacement of 31 chillers in our stations in 2023. There is an expected energy saving of at least 20% after the project completion by 2026. In addition, MTR has commenced introduction of electric buses to gradually replace traditional diesel buses. The first electric bus commenced operation in 2024. Low-carbon features are also incorporated into the design of new stations in our railway extension projects where applicable. As of end 2024, the Scope 1, 2 and 3 well-to-wheel carbon intensity of Hong Kong rail transport has reduced by 32.2% compared to 2019 baseline.

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:

☑ Yes

Row 2

(7.53.2.1) Target reference number

Select from:

☑ Int 2

(7.53.2.2) Is this a science-based target?

Select from:

☑ Yes, and this target has been approved by the Science Based Targets initiative

(7.53.2.3) Science Based Targets initiative official validation letter

7.53 - MTRC-HONG-001-OFF Certificate.pdf

(7.53.2.4) Target ambition

Select from:

☑ Well-below 2°C aligned

(7.53.2.5) Date target was set

03/31/2023

(7.53.2.6) Target coverage

Select from:

☑ Business activity

(7.53.2.7) Greenhouse gases covered by target

Select all that apply

☑ Methane (CH4)

☑ Nitrous oxide (N2O)

☑ Carbon dioxide (CO2)

☑ Perfluorocarbons (PFCs)

☑ Hydrofluorocarbons (HFCs)

☑ Nitrogen trifluoride (NF3)

☑ Sulphur hexafluoride (SF6)

(7.53.2.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

(7.53.2.9) Scope 2 accounting method

Select from:

☑ Market-based

(7.53.2.11) Intensity metric

Select from:

☑ Other, please specify :kg CO2e per square meter of floor area

(7.53.2.12) End date of base year

12/30/2019

(7.53.2.13) Intensity figure in base year for Scope 1

7.4519

(7.53.2.14) Intensity figure in base year for Scope 2

97.5713

(7.53.2.33) Intensity figure in base year for all selected Scopes

105.0232000000

(7.53.2.34) % of total base year emissions in Scope 1 covered by this Scope 1 intensity figure

11.5

(7.53.2.35) % of total base year emissions in Scope 2 covered by this Scope 2 intensity figure

5.2

(7.53.2.54) % of total base year emissions in all selected Scopes covered by this intensity figure

5.4

(7.53.2.55) End date of target

12/30/2030

(7.53.2.56) Targeted reduction from base year (%)

58.6

(7.53.2.57) Intensity figure at end date of target for all selected Scopes

43.4796048000

(7.53.2.58) % change anticipated in absolute Scope 1+2 emissions

-3

(7.53.2.60) Intensity figure in reporting year for Scope 1

6.0525

(7.53.2.61) Intensity figure in reporting year for Scope 2

69.8962

(7.53.2.80) Intensity figure in reporting year for all selected Scopes

75.9487000000

(7.53.2.81) Land-related emissions covered by target

Select from:

☑ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.2.82) % of target achieved relative to base year

47.24

(7.53.2.83) Target status in reporting year

Select from:

☑ **Underway**

(7.53.2.85) Explain target coverage and identify any exclusions

Scope 1 and 2 GHG emissions from investment properties in Hong Kong

(7.53.2.86) Target objective

Under the SBTi-approved reduction targets, MTR has committed to reducing Scope 1 and 2 GHG emissions from investment properties by 58.6% per square metre of floor area by 2030, from a 2019 base year. Meeting the target will help us align with our long-term goal of achieving carbon neutrality by 2050.

(7.53.2.87) Plan for achieving target, and progress made to the end of the reporting year

In support of the science-based targets, MTR has developed a carbon reduction roadmap comprising various strategies to reduce its Scope 1, 2 and 3 emissions. Purchased energy is the largest source of our carbon emissions. Our key decarbonisation strategies focus on four areas: (1) reducing energy consumption and enhancing energy efficiency, (2) electrification, (3) renewable energy, and (4) low-carbon value chain. For Investment Properties, we will replace diesel fueled vehicle with electrical vehicle and include low GWP refrigerant in in-house HVAC system replacement requirement and specification. Building retrofitting will also be conducted to enhance energy efficiency. Replacement of major building systems including chiller plant, lifts and escalators, lighting fixtures in shopping malls have been scheduled to support achieving the target. Additionally, we will commence retro-commissioning in at least three shopping malls to enhance energy efficiency through optimising the operation of cooling and lighting systems. We will also continue to utilise renewable energy such as solar power in our shopping malls including Luk Yeung Galleria and Paradise Mall, where solar power generated is used to power the facilities.

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:

☑ **Yes**

[Add row]

(7.54) Did you have any other climate-related targets that were active in the reporting year?

Select all that apply

☑ **Other climate-related targets**

(7.54.2) Provide details of any other climate-related targets, including methane reduction targets.

Row 1

(7.54.2.1) Target reference number

Select from:

☑ Oth 1

(7.54.2.2) Date target was set

12/30/2022

(7.54.2.3) Target coverage

Select from:

☑ Business activity

(7.54.2.4) Target type: absolute or intensity

Select from:

☑ Absolute

(7.54.2.5) Target type: category & metric (target numerator if reporting an intensity target)

Low-carbon vehicles

☑ Other low-carbon vehicles, please specify :Number of electric buses in operation

(7.54.2.7) End date of base year

12/30/2022

(7.54.2.8) Figure or percentage in base year

0

(7.54.2.9) End date of target

12/30/2026

(7.54.2.10) Figure or percentage at end of date of target

30

(7.54.2.11) Figure or percentage in reporting year

1

(7.54.2.12) % of target achieved relative to base year

3.3333333333

(7.54.2.13) Target status in reporting year

Select from:

☑ **Underway**

(7.54.2.15) Is this target part of an emissions target?

Yes, the initiative is part of our Carbon Reduction Roadmap to support achieving the 2030 science-based targets.

(7.54.2.16) Is this target part of an overarching initiative?

Select all that apply

☑ **No, it's not part of an overarching initiative**

(7.54.2.18) Please explain target coverage and identify any exclusions

Includes the number of electric buses introduced to our feeder bus fleet

(7.54.2.19) Target objective

At least 30 e-buses will be introduced by 2026

(7.54.2.20) Plan for achieving target, and progress made to the end of the reporting year

The project is funded by our ESG fund, which aims to finance unbudgeted environmental and social projects that may not have a viable business case, or fund incremental costs of budgeted items that require additional investment to enhance ESG performance. Apart from financing the procurement of the buses, the fund was also used to finance the associated charging facilities to support the operation of electric bus. Plans are underway to introduce at least 30 electric buses in our feeder bus fleet by 2026. The first electric bus commenced operations in 2024, reducing GHG emissions by over 60% compared to a diesel bus.

Row 2

(7.54.2.1) Target reference number

Select from:

☑ Oth 2

(7.54.2.2) Date target was set

12/30/2022

(7.54.2.3) Target coverage

Select from:

☑ Site/facility

(7.54.2.4) Target type: absolute or intensity

Select from:

☑ Absolute

(7.54.2.5) Target type: category & metric (target numerator if reporting an intensity target)

Low-carbon vehicles

☑ Other low-carbon vehicles, please specify :Number of EV charging stations that will be installed across office buildings, malls and station carparks

(7.54.2.7) End date of base year

12/30/2022

(7.54.2.8) Figure or percentage in base year

0

(7.54.2.9) End date of target

12/30/2025

(7.54.2.10) Figure or percentage at end of date of target

200

(7.54.2.11) Figure or percentage in reporting year

200

(7.54.2.12) % of target achieved relative to base year

100.0000000000

(7.54.2.13) Target status in reporting year

Select from:

☑ **Underway**

(7.54.2.15) Is this target part of an emissions target?

Yes, the initiative will support the increased use of EVs in Hong Kong. Popularisation of EVs is part of the strategy that can help the transport sector achieve zero carbon emissions according to the Climate Action Plan 2050 published by the Hong Kong SAR Government.

(7.54.2.16) Is this target part of an overarching initiative?

Select all that apply

☑ **No, it's not part of an overarching initiative**

(7.54.2.18) Please explain target coverage and identify any exclusions

Includes the number of additional EV charging stations that will be installed across office buildings, malls and station carparks

(7.54.2.19) Target objective

Over 200 additional EV charging stations will be installed across office buildings, malls and station carparks by 2025.

(7.54.2.20) Plan for achieving target, and progress made to the end of the reporting year

To support the broader use of EVs, we have outlined a strategy to install over 200 additional EV charging stations across our office buildings, shopping malls and station carparks by 2025. As of end 2024, we have installed over 200 EV charging stations in our premises, including both fast and medium chargers.

Row 3

(7.54.2.1) Target reference number

Select from:

☑ **Oth 2**

(7.54.2.2) Date target was set

12/30/2023

(7.54.2.3) Target coverage

Select from:

☑ **Site/facility**

(7.54.2.4) Target type: absolute or intensity

Select from:

☑ Absolute

(7.54.2.5) Target type: category & metric (target numerator if reporting an intensity target)

Low-carbon vehicles

☑ Percentage of low-carbon vehicles in company fleet

(7.54.2.7) End date of base year

12/30/2023

(7.54.2.8) Figure or percentage in base year

69

(7.54.2.9) End date of target

12/30/2027

(7.54.2.10) Figure or percentage at end of date of target

100

(7.54.2.11) Figure or percentage in reporting year

80

(7.54.2.12) % of target achieved relative to base year

35.4838709677

(7.54.2.13) Target status in reporting year

Select from:

☑ Underway

(7.54.2.15) Is this target part of an emissions target?

Yes, the initiative is part of our Carbon Reduction Roadmap to support achieving the 2030 science-based targets.

(7.54.2.16) Is this target part of an overarching initiative?

Select all that apply

☑ No, it's not part of an overarching initiative

(7.54.2.18) Please explain target coverage and identify any exclusions

Includes the number of executive private vehicles that were replaced by EV or cancelled

(7.54.2.19) Target objective

100% of executive private vehicles will be replaced by EV or be cancelled by 2027

(7.54.2.20) Plan for achieving target, and progress made to the end of the reporting year

Existing petrol-powered vehicles will be replaced by EVs or cancelled as opportunities arises. EV chargers are installed at office buildings to support the switching to EVs. 80% of our executive private vehicles were replaced by EV or cancelled as of end-2024.
[Add row]

(7.55) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.

Select from:

☑ Yes

(7.55.1) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e
Under investigation	*3*	*`Numeric input*
To be implemented	*16*	*17100*
Implementation commenced	*8*	*4500*
Implemented	*5*	*20140*
Not to be implemented	*0*	*`Numeric input*

[Fixed row]

(7.55.2) Provide details on the initiatives implemented in the reporting year in the table below.

Row 1

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

☑ Heating, Ventilation and Air Conditioning (HVAC)

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

16080

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ **Voluntary**

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

36100000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

1300000000

(7.55.2.7) Payback period

Select from:

☑ **>25 years**

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ **>30 years**

(7.55.2.9) Comment

We are progressing with a multi-phase large-scale chiller replacement project at our stations and depots. After completing the first phase of replacement in 2022, which has replaced 154 chillers with 133 energy efficient models, we have commenced the second phase including the replacement of 31 chillers with 29 energy efficient models in our stations in 2023. As of 2024, 19 chillers were replaced. This project is expected to achieve at least 20% energy saving by its completion by 2026. The total investment amount for both phases is HK$ 1,300M. The total estimated energy saving for Phase 1 replacement (30.4 GWh) and Phase 2 (5.7 GWh) is 36.1 GWh. On completion, the estimated carbon saving is 17,690 tCO2e (achieved saving: 16,080 tCO2e), which is calculated based on the average emission factors of CLP for 2024 (0.38kg CO2e/kWh) and HKE for 2024 (0.6kg CO2e/kWh).

Row 2

(7.55.2.1) Initiative category & Initiative type

Transportation

☑ Company fleet vehicle replacement

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

290

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

15000000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

265000000

(7.55.2.7) Payback period

Select from:

☑ 16-20 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ **>30 years**

(7.55.2.9) Comment

*The operating efficiency and performance of the 13 new electric-battery locomotives will be an improvement over the existing 8 diesel and 5 old battery locomotives. On average, each locomotive is active 8 hours/day. For diesel locomotive, approximately 51 litres of diesel is consumed each hour. Total CO2e emission per year = 2.61 * 365 * (8*51L) = 388.7 tonnes For electric-battery locomotive, CO2e emission is calculated based on average emission factor of the power companies. Electric-Battery Locomotive (old) electric consumption = 1,408 kWh / day Average of emission factors of two power companies in 2024 = 0.49 kgCO2e/kWh Total CO2e emission per year = 0.49 * 365 * 1408 = 251.8 tonnes Electric-Battery Locomotive (new) electric consumption = 1,360 kWh / day Total CO2e emission per year = 0.49 * 365 * 1360 = 243.2 tonnes Total CO2e emission reduction for 13 locomotive replacements = 8 * (388.7 – 243.2) + 5 * (251.8 – 243.2) = 1,207 tonnes The project has achieved an annual carbon saving of 290 t CO2e by far.*

Row 3

(7.55.2.1) Initiative category & Initiative type

Transportation

☑ **Other, please specify :Replacement of HV and LV rail power line and addition of power convertors to recycle traction power**

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

1550

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ **Scope 2 (market-based)**

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ **Voluntary**

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

3175000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

4900000000

(7.55.2.7) Payback period

Select from:

☑ >25 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 21-30 years

(7.55.2.9) Comment

*The GHG emission avoidance for this project is estimated based on the amount of expenditure divided by the Total Asset Value of the MTR rail system, multiplied by the total GHG emission avoided by the whole system. Total Asset Value of the heavy rail system: HK$ 103.7 billion + HK$ 53.6 billion = HK$157.3 billion GHG Emission avoided for project = Project Investment Amount / Total Asset Value * GHG Emission Avoidance for MTR Heavy Rail Network For this project, the amount financed by sustainable finance procced is HK$ 200 million Total GHG emission avoidance for the MTR heavy rail transport in 2024 = 1,221,279 tCO2e GHG Emission avoided for project (200/157.3*1000) * 1,221,279 tCO2e = 1550 tCO2e*

Row 4

(7.55.2.1) Initiative category & Initiative type

Transportation

☑ Other, please specify :Smart Intelligent Power Module (R-IPM)

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

1940

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

4300000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

98000000

(7.55.2.7) Payback period

Select from:

☑ 21-25 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 21-30 years

(7.55.2.9) Comment

*R-IPM installed in trains allows a train to increase the regenerative energy (electricity generated from the braking system) ratio from 36% to 41%. The regenerative energy is fed back into the power supply network for usage by the train or other trains that run on the network. GHG Emission reduction for project = Annual electricity consumption saved (4.3 GWh) * Average emission factor of the two power companies = 1,940 tCO2e*

Row 5

(7.55.2.1) Initiative category & Initiative type

Transportation

☑ Other, please specify :Regenerative Station Energy Saving Inverter System

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

280

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

579000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

8000000

(7.55.2.7) Payback period

Select from:

☑ 11-15 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 16-20 years

(7.55.2.9) Comment

*Installation of Station Energy Saving Inverter (S-EIV) at Hong Kong University Station (HKU) and Lai King Traction Substation (LKT). The S-EIV converts the regenerative energy produced by the train braking system into 415V low-voltage alternative current electricity that can be consumed by the station facilities, thereby increasing the utilization of regenerative energy and reducing external electricity consumption. At Hong Kong University Station, the installation of the S-EIV also helps to decelerate trains more effectively and improve stopping accuracy at the West Island Line stations. GHG Emission reduction for project = Annual electricity consumption saved (579 MWh) * Average emission factor of the two power companies (0.49 kgCO2e/kWh) = 280 tCO2e*
[Add row]

(7.55.3) What methods do you use to drive investment in emissions reduction activities?

Row 1

(7.55.3.1) Method

Select from:

☑ Compliance with regulatory requirements/standards

(7.55.3.2) Comment

Since 2010, the Corporation has been involved in property development in Hong Kong (under our Rail + Property business model) to implement voluntary environmental standards in a systematic way with a commitment that our new residential property developments would achieve as a minimum the Hong Kong BEAM Plus Gold certification to improve building energy efficiency. In 2022, we have set a key performance indicator for our future new stations aiming to attain BEAM Plus Gold or above certification.

Row 2

(7.55.3.1) Method

Select from:

☑ **Dedicated budget for other emissions reduction activities**

(7.55.3.2) Comment

The Corporation has formulated an ESG Investment Framework to institutionalise environmental and social principles into the Corporation's investment decision making process and to provide funding for business units and corporate functions for eligible ESG projects. A designated ESG Fund will be allocated annually by the MTR Board to support eligible ESG projects, and most of the fund will be allocated to carbon emissions reduction activities. The Fund will be separated to the annual operational and capital expenditure budget (which includes funding for many large-scale projects with environmental benefits, such as our asset replacement projects or our network enhancements) and will be used to finance unbudgeted ESG projects which may not have a viable financial business case or to fund the incremental cost of a budgeted item that requires additional investment to enhance its ESG performance.

Row 3

(7.55.3.1) Method

Select from:

☑ **Other :Green Finance**

(7.55.3.2) Comment

All our new railways are required to incorporate specific design standards for energy efficiency based on life-cycle cost and carbon footprint assessment of the rail lines, considering both construction and operation phases. The Corporation established Green Bond Framework and issued the first Green Bond in 2016 to fund our environmentally friendly projects and network enhancements. Expanding on the foundation of our Green Bond Framework, we established a Green Finance Framework in 2018 to cover other forms of green financing. In 2020, we have further expanded the Green Finance Framework to a Sustainable Finance Framework to fund both environmental (added a new category of renewable energy) and social projects. In September 2024, we successfully launched our inaugural public issuance of offshore Renminbi Green Bonds. We also arranged three SLLs (in HKD) where the Company will enjoy a modest economic benefit if pre-agreed environmental KPIs in carbon emission intensity reduction are achieved at specific observation times. At the end of 2024, MTR's outstanding sustainable finance portfolio consisted of 20 bonds in four different currencies, two green loans in EUR and HKD and three SLLs in HKD. The green finance proceeds partially funded 17 of our green projects including extension of low carbon transportation network, air cooled chiller replacement, trackside energy storage, regenerative station energy saving inverter system, carbon neutral station design for future stations, battery locomotives, etc. Total amount financed by sustainable finance proceeds for the green projects is HK$29,076 million. Since 2016, MTR has raised more than HKD44 billion equivalent of sustainable financing, including HKD41 billion under the Sustainable Finance Framework to fund or refinance Eligible Investments, which was a key part of our financing strategy for funding railway asset replacement, energy efficiency improvement and railway service enhancement projects. Additionally, HK$ 3 billion of SLLs was raised for general corporate working capital. In

2024, sustainable finance of HK$7.4 billion was arranged to fund projects for energy conservation, environmental protection, as well as the enhancement and expansion of low carbon railway services under our Sustainable Finance Framework.

Row 4

(7.55.3.1) Method

Select from:

☑ **Dedicated budget for energy efficiency**

(7.55.3.2) Comment

The Corporation has an annual dedicated budget to explore and trial with energy efficiency initiatives.

Row 5

(7.55.3.1) Method

Select from:

☑ **Financial optimization calculations**

(7.55.3.2) Comment

For station energy efficiency retrofit projects, a pre-approved maximum budget and financial criteria had been set prior to the procurement process, so as to achieve a reasonable return on investment period.
[Add row]

(7.74) Do you classify any of your existing goods and/or services as low-carbon products?

Select from:

☑ **Yes**

(7.74.1) Provide details of your products and/or services that you classify as low-carbon products.

Row 1

(7.74.1.1) Level of aggregation

Select from:

☑ Group of products or services

(7.74.1.2) Taxonomy used to classify product(s) or service(s) as low-carbon

Select from:

☑ No taxonomy used to classify product(s) or service(s) as low carbon

(7.74.1.3) Type of product(s) or service(s)

Heat

☑ Other, please specify :sustainable and low-carbon mass transit railway services

(7.74.1.4) Description of product(s) or service(s)

We provide sustainable and low-carbon mass transit services as all our trains are fully electrified. The fuel mix of electricity generated by the local power companies to power our trains - CLP: 52% natural gas, 31% nuclear, 16% coal and 1% others. Ref: CLP Sustainability Report 2024 https://www.clpgroup.com/content/dam/clp-group/channels/sustainability/document/sustainability-report/2024/CLP_Sustainability_Report_2024_en.pdf.coredownload.pdf HEC: 68% natural gas, 32% coal Ref: HEC Sustainability Report 2024 https://www.hkelectric.com/documents/en/CorporateSocialResponsibility/CorporateSocialResponsibility_CDD/Documents/SR2024E.pdf

(7.74.1.5) Have you estimated the avoided emissions of this low-carbon product(s) or service(s)

Select from:

☑ Yes

(7.74.1.6) Methodology used to calculate avoided emissions

Select from:

☑ Other, please specify :Assume any usage of the lines as an incremental usage as the train trips would not have happened without the lines.

(7.74.1.7) Life cycle stage(s) covered for the low-carbon product(s) or services(s)

Select from:

☑ Use stage

(7.74.1.8) Functional unit used

The GHG emission avoidance for MTR is calculated with: -the total passenger-km number for the asset of the project; -the GHG emission reduction versus the next best alternative (local public bus), which is a conservative assumption as passengers are also likely to use alternative means like mini-bus, private cars and taxis, all of which emit more GHG than a local bus;

(7.74.1.9) Reference product/service or baseline scenario used

Reduced GHG emission compared to buses

(7.74.1.10) Life cycle stage(s) covered for the reference product/service or baseline scenario

Select from:

☑ Use stage

(7.74.1.11) Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario

1221279

(7.74.1.12) Explain your calculation of avoided emissions, including any assumptions

*GHG Emission avoided = Number of Passenger-km * (Emission Factor of Average Bus – Emission Factor of MTR) The emission factor for MTR trains is computed as: the Total GHG Emission divided by the Total Number of Passenger-km. The Total Passenger-km travelled on MTR Heavy Rail system in 2024 was 19,601,961,573. Total GHG Emission from railway operation (including fuel consumption, refrigerants, purchased electricity and water consumption) in 2024 was 881,474 tCO2e. The GHG emission MTR rounds to 0.045 kgCO2e/passenger-km The emission factor for buses (0.10846 kgCO2e/passenger-km) was obtained from a report published by UK Department of Business Energy & Industrial Strategy (DEFRA). Hence total GHG emission avoidance for the MTR heavy rail transport*

*(excluding Airport Express) rounds out to be: 19,244,866,874 * (0.10846 – 0.045) = 1,221,279 tonnes CO2e where 19,244,866,874 is the total passenger-km travelled on MTR heavy rail network excluding Airport Express.*

(7.74.1.13) Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year

38.3
[Add row]

(7.75) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Row 1

(7.75.1) Activity

Select from:
☑ Rail

(7.75.2) Metric

Select from:
☑ Fleet adoption

(7.75.3) Technology

Select from:
☑ Other, please specify :Replacement of first generation trains

(7.75.4) Metric figure

24

(7.75.5) Metric unit

Select from:

☑ Other, please specify :unit of new train

(7.75.6) Explanation

As part of the long-term asset renewal strategy, MTR plans to introduce 93 new trains to replace the first generation trains on urban lines by 2029. By end 2024, 24 new trains have been put into service on the Island Line and Kwun Tong Line.

Row 2

(7.75.1) Activity

Select from:

☑ Rail

(7.75.2) Metric

Select from:

☑ Fleet adoption

(7.75.3) Technology

Select from:

☑ Other, please specify :Replacement of electric bus

(7.75.4) Metric figure

1

(7.75.5) Metric unit

Select from:

☑ Other, please specify :number of electric bus in operation

(7.75.6) Explanation

We plan to introduce at least 30 electric buses to our feeder bus fleet, along with the charging infrastructure, to reduce our Scope 1 emission. In 2024, the first electric bus was put into operation to serve the community in New Territories.

Row 3

(7.75.1) Activity

Select from:

☑ Rail

(7.75.2) Metric

Select from:

☑ Other, please specify :Regenerative Braking Energy

(7.75.3) Technology

Select from:

☑ Other, please specify :Regenerative braking energy

(7.75.4) Metric figure

600

(7.75.5) Metric unit

Select from:

☑ Other, please specify :MWh

(7.75.6) Explanation

To expand our usage of regenerative braking energy, we have completed the installation works of two Station Energy Saving Inverter systems at Lai King Traction Substation at Airport Express and Tung Chung Line and at HKU Station on the Island Line in 2022. The systems can capture total estimated average of 1,700kWh of regenerative energy per day, which may be converted to low-voltage AC electricity to power station facilities such as lighting, escalators and lifts. The estimated annual saving is around 600 MWh.

[Add row]

(7.79) Has your organization retired any project-based carbon credits within the reporting year?

Select from:

☑ **No**

C9. Environmental performance - Water security

(9.1) Are there any exclusions from your disclosure of water-related data?

Select from:

☑ Yes

(9.1.1) Provide details on these exclusions.

Row 1

(9.1.1.1) Exclusion

Select from:

☑ Specific groups, businesses, or organizations

(9.1.1.2) Description of exclusion

We do not report on impacts that are outside the direct control of the Corporation, including water consumption that are the responsibility of contractors on our construction sites and the responsibility of tenants in our managed and investment properties.

(9.1.1.3) Reason for exclusion

Select from:

☑ Other, please specify :Outside boundary of control

(9.1.1.7) Percentage of water volume the exclusion represents

Select from:

☑ Unknown

(9.1.1.8) Please explain

The water consumption is out of control by MTR.
[Add row]

(9.2) Across all your operations, what proportion of the following water aspects are regularly measured and monitored?

Water withdrawals – total volumes

(9.2.1) % of sites/facilities/operations

Select from:
☑ 100%

(9.2.2) Frequency of measurement

Select from:
☑ Quarterly

(9.2.3) Method of measurement

Municipal water supplies is monitored by water meters and reflected in the water bills issued by the Water Supplies Department.

(9.2.4) Please explain

Our water supply in Hong Kong is provided by municipal water supplies (i.e. the Water Supplies Department of the HKSAR Government). Municipal water supply is monitored by water meters and reflected in the water bills issued by the Water Supplies Department of the HKSAR Government.

Water withdrawals – volumes by source

(9.2.1) % of sites/facilities/operations

Select from:
☑ Not relevant

(9.2.4) Please explain

Our water supply in Hong Kong is provided by municipal water supplies (i.e. the Water Supplies Department of the HKSAR Government). Our water supply does not rely on other sources such as surface water or groundwater.

Water withdrawals quality

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not relevant

(9.2.4) Please explain

Our water supply in Hong Kong is provided by municipal water supplies (i.e. the Water Supplies Department of the HKSAR Government). For municipal water supplies, monitoring of water quality is conducted by the Water Supplies Department.

Water discharges – total volumes

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not relevant

(9.2.4) Please explain

The main use of water in our railway operations and at our managed and investment properties is for cleaning trains, railway infrastructure, stations and premises in our operations. Wastewater is discharged into the sewer system.

Water discharges – volumes by destination

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not relevant

(9.2.4) Please explain

Our facilities including stations, depots, office buildings and shopping malls, are served by a well-established sewage collection system in Hong Kong, which collects sewage for further treatment.

Water discharges – volumes by treatment method

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not relevant

(9.2.4) Please explain

Our facilities including stations, depots, office buildings and shopping malls, are served by a well-established sewage collection system in Hong Kong, which collects sewage for further treatment.

Water discharge quality – by standard effluent parameters

(9.2.1) % of sites/facilities/operations

Select from:

☑ 76-99

(9.2.2) Frequency of measurement

Select from:

☑ Other, please specify :As required under the discharge licence

(9.2.3) Method of measurement

MTR holds a number of wastewater discharge licenses. Measurement method and discharge quality standard shall comply with the requirements specified in the wastewater discharge licences issued by the Environmental Protection Department of the HKSAR Government.

(9.2.4) Please explain

Our facilities including stations, depots, office buildings and shopping malls are served by a well-established sewage collection system in Hong Kong, which collects sewage for further treatment. MTR holds a number of wastewater discharge licences for facilities such as depots. The licences specify discharge limits and monitoring requirements of relevant parameters. We have complied with the requirements of the discharge licenses.

Water discharge quality – emissions to water (nitrates, phosphates, pesticides, and/or other priority substances)

(9.2.1) % of sites/facilities/operations

Select from:

☑ **Not relevant**

(9.2.4) Please explain

The main use of water in our railway operations and at our managed and investment properties is for cleaning trains, railway infrastructure, stations and premises in our operations. Our wastewater does not contain nitrates, phosphates and pesticides. Our facilities including stations, depots, office buildings and shopping malls, are served by a well-established sewage collection system in Hong Kong, which collects sewage for further treatment.

Water discharge quality – temperature

(9.2.1) % of sites/facilities/operations

Select from:

☑ **Not relevant**

(9.2.4) Please explain

The main use of water in our railway operations and at our managed and investment properties is for cleaning trains, railway infrastructure, stations and premises in our operations. Our facilities including stations, depots, office buildings and shopping malls, are served by a well-established sewage collection system in Hong Kong, which collects sewage for further treatment.

Water consumption – total volume

(9.2.1) % of sites/facilities/operations

Select from:

☑ Not relevant

(9.2.4) Please explain

The main use of water in our railway operations and at our managed and investment properties is for cleaning trains, railway infrastructure, stations and premises in our operations. Wastewater is discharged into the sewer system.
[Fixed row]

(9.2.2) What are the total volumes of water withdrawn, discharged, and consumed across all your operations, how do they compare to the previous reporting year, and how are they forecasted to change?

Total withdrawals

(9.2.2.1) Volume (megaliters/year)

2828.57

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ Higher

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.2.4) Five-year forecast

Select from:

☑ Higher

(9.2.2.5) Primary reason for forecast

Select from:

☑ Increase/decrease in business activity

(9.2.2.6) Please explain

In 2024, a higher water withdrawal compared to 2023 was recorded mainly due to continued increase in patronage.

Total discharges

(9.2.2.1) Volume (megaliters/year)

2828.57

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ Higher

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.2.4) Five-year forecast

Select from:

☑ Higher

(9.2.2.5) Primary reason for forecast

Select from:

☑ Increase/decrease in business activity

(9.2.2.6) Please explain

Monitoring of volume of wastewater discharge to communal sewer is generally not required. The main use of water in our railway operations and at our managed and investment properties is for cleaning trains, railway infrastructure, stations and premises in our operations. Wastewater is discharged into the sewer system.

Total consumption

(9.2.2.1) Volume (megaliters/year)

0

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ About the same

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☑ Other, please specify :Wastewater is discharged into sewer.

(9.2.2.4) Five-year forecast

Select from:

☑ About the same

(9.2.2.5) Primary reason for forecast

Select from:

☑ Other, please specify :Wastewater is discharged into sewer.

(9.2.2.6) Please explain

The main use of water in our railway operations and at our managed and investment properties is for cleaning trains, railway infrastructure, stations and premises in our operations. Wastewater is discharged into the sewer system.
[Fixed row]

(9.2.4) Indicate whether water is withdrawn from areas with water stress, provide the volume, how it compares with the previous reporting year, and how it is forecasted to change.

(9.2.4.1) Withdrawals are from areas with water stress

Select from:
☑ Yes

(9.2.4.2) Volume withdrawn from areas with water stress (megaliters)

707.14

(9.2.4.3) Comparison with previous reporting year

Select from:
☑ Higher

(9.2.4.4) Primary reason for comparison with previous reporting year

Select from:
☑ Increase/decrease in business activity

(9.2.4.5) Five-year forecast

Select from:

☑ Higher

(9.2.4.6) Primary reason for forecast

Select from:

☑ Increase/decrease in business activity

(9.2.4.7) % of total withdrawals that are withdrawn from areas with water stress

25.00

(9.2.4.8) Identification tool

Select all that apply

☑ WRI Aqueduct

(9.2.4.9) Please explain

Water supply for MTR's business and operation is provided by municipal water supplies, i.e. the Water Supplies Department (WSD) of the Hong Kong SAR Government. We do not withdraw water directly from areas with water stress for our business and operation. According to WSD, the water supply is sourced from Dong Jiang (70% - 80% of fresh water supply), while the remaining is met by local sources. According to the Aqueduct Atlas published by World Resources Institute, the Dong Jiang area is identified with low (i.e. <10%) water stress; while the Hong Kong area is identified with low to medium (i.e. between 10 and 20%) water stress. Therefore, both Dong Jiang and Hong Kong are not classified as high water stress areas. However, for disclosure purposes, we have estimated our water supplies based on local sources. Assuming 75% of municipal water supplies is from Dong Jiang and the remaining 25% is from local sources. The quantity of water supplies from local sources is: 2,828,568 m3 (MTR's total water consumption from railway, station cooling towers, managed and investment properties in 2024) x 25% (portion of municipal water supplied by local sources) = 707,142 m3 = 707.14 mega litres.
[Fixed row]

(9.3) In your direct operations and upstream value chain, what is the number of facilities where you have identified substantive water-related dependencies, impacts, risks, and opportunities?

Direct operations

(9.3.1) Identification of facilities in the value chain stage

Select from:

☑ No, we have not assessed this value chain stage for facilities with water-related dependencies, impacts, risks, and opportunities, and are not planning to do so in the next 2 years

(9.3.4) Please explain

Considered to be not material in Hong Kong's context. Same as most businesses in Hong Kong, potable water consumption in our facilities / properties are supplied by municipal water supply and our operations and businesses do not involve any direct withdrawal of fresh surface water or groundwater. Our facilities / properties including stations, depots, office buildings and shopping malls, are served by a well-established sewage collection system in Hong Kong, which collects sewage for proper treatment before discharge.

Upstream value chain

(9.3.1) Identification of facilities in the value chain stage

Select from:

☑ No, we have not assessed this value chain stage for facilities with water-related dependencies, impacts, risks, and opportunities, but we are planning to do so in the next 2 years

(9.3.4) Please explain

An ESG survey was conducted in 2024 to provide understanding about our key suppliers' environmental management performance, including setting of any water consumption targets and adoption of water saving initiatives. The results have provided insights for further engagement with suppliers to drive enhanced performance in water management.
[Fixed row]

(9.5) Provide a figure for your organization’s total water withdrawal efficiency.

(9.5.1) Revenue (currency)

60011000000

(9.5.2) Total water withdrawal efficiency

21216020.82

(9.5.3) Anticipated forward trend

To manage and reduce our water usage, we have introduced water recycling systems and water saving devices across our railway and property operations. For example, water used for cleaning trains is collected through a recirculating system and recycled for another round of train washing or as toilet flushing water in the depots. The water withdrawal efficiency is expected to improve as we continue to explore and impalement new water saving initiatives in our operations.
[Fixed row]

(9.13) Do any of your products contain substances classified as hazardous by a regulatory authority?

	Products contain hazardous substances	Comment
	Select from: ☑ **No**	*Manufacturing of product is not the primary business of MTR.*

[Fixed row]

(9.14) Do you classify any of your current products and/or services as low water impact?

(9.14.1) Products and/or services classified as low water impact

Select from:
☑ **Yes**

(9.14.2) Definition used to classify low water impact

Our business and operation in Hong Kong do not have detrimental adverse impact on water resources, water quality and ecosystems. Potable water consumption in our facilities / properties are supplied by the Water Services Department and our operations and businesses do not involve any direct withdrawal of fresh surface water or groundwater. Our operations do not impose a significant impact on water resources. Our facilities / properties including stations, depots, office buildings and shopping malls, are already served by a well-established sewage collection system in Hong Kong, which collects sewage for proper treatment before discharge. We also comply with the requirements stipulated in the wastewater discharge license.

(9.14.4) Please explain

Our business and operation in Hong Kong do not have detrimental adverse impact on water resources, water quality and ecosystems. Potable water consumption in our facilities / properties are supplied by the Water Services Department and our operations and businesses do not involve any direct withdrawal of fresh surface water or groundwater. Our operations do not impose a significant impact on water resources. Our facilities / properties including stations, depots, office buildings and shopping malls, are already served by a well-established sewage collection system in Hong Kong, which collects sewage for proper treatment before discharge. We also comply with the requirements stipulated in the wastewater discharge license.
[Fixed row]

(9.15) Do you have any water-related targets?

Select from:
☑ Yes

(9.15.1) Indicate whether you have targets relating to water pollution, water withdrawals, WASH, or other water-related categories.

Water pollution

(9.15.1.1) Target set in this category

Select from:
☑ No, and we do not plan to within the next two years

(9.15.1.2) Please explain

Wastewater discharge from our stations, depots and malls is served by municipal sewer system, which collects the effluent for further treatment. The risk of causing direct water pollution is minimal.

Water withdrawals

(9.15.1.1) Target set in this category

Select from:

☑ Yes

Water, Sanitation, and Hygiene (WASH) services

(9.15.1.1) Target set in this category

Select from:

☑ No, and we do not plan to within the next two years

(9.15.1.2) Please explain

The municipal water supplies (i.e. Water Supplies Department (WSD) of the HKSAR government) has complied with WHO's Guidelines for Drinking-water Quality. The WSD is responsible for monitoring the water quality through physical, chemical, bacteriological, biological and radiological examinations.

Other

(9.15.1.1) Target set in this category

Select from:

☑ No, and we do not plan to within the next two years

(9.15.1.2) Please explain

NA
[Fixed row]

(9.15.2) Provide details of your water-related targets and the progress made.

Row 1

(9.15.2.1) Target reference number

Select from:

☑ Target 1

(9.15.2.2) Target coverage

Select from:

☑ Site/facility

(9.15.2.3) Category of target & Quantitative metric

Water withdrawals

☑ Reduction of water withdrawals from municipal supply or other third party sources

(9.15.2.4) Date target was set

12/30/2020

(9.15.2.5) End date of base year

12/30/2018

(9.15.2.6) Base year figure

0

(9.15.2.7) End date of target year

(9.15.2.8) Target year figure

5

(9.15.2.9) Reporting year figure

4

(9.15.2.10) Target status in reporting year

Select from:

☑ **Underway**

(9.15.2.11) % of target achieved relative to base year

80

(9.15.2.12) Global environmental treaties/initiatives/ frameworks aligned with or supported by this target

Select all that apply

☑ **None, alignment not assessed**

(9.15.2.13) Explain target coverage and identify any exclusions

Achieve 5% reduction in water consumption from shopping malls in 2025, relative to 2018 baseline level. As of end 2024, over 4% of water was saved in shopping malls.

(9.15.2.14) Plan for achieving target, and progress made to the end of the reporting year

Installed sensors for water taps, flow restrictors and dual flush toilets in MTR malls. Damaged or malfunctioning taps are replaced with more efficient models to prevent leaks and reduce water wastage throughout the network. Made public pledge to support the Enterprise Cherish Water Campaign initiated by the Water Supplies Department of the HKSAR Government and the Green Council to cherish water through implementing water saving measures and setting water conservation targets.

(9.15.2.16) Further details of target

N/A
[Add row]

C11. Environmental performance - Biodiversity

(11.2) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

(11.2.1) Actions taken in the reporting period to progress your biodiversity-related commitments

Select from:

☑ Yes, we are taking actions to progress our biodiversity-related commitments

(11.2.2) Type of action taken to progress biodiversity- related commitments

Select all that apply

☑ Other, please specify :Biodiversity preservation for Lok Ma Chau Wetland which is managed by the Corporation in accordance with the Habitat Creation and Management Plan (HCMP).

[Fixed row]

(11.3) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
	Select from: ☑ Yes, we use indicators	*Select all that apply* ☑ Other, please specify :Lok Ma Chau Habitat Creation and Management Plan

[Fixed row]

(11.4) Does your organization have activities located in or near to areas important for biodiversity in the reporting year?

	Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity	Comment
Legally protected areas	*Select from:* ☑ **No**	*No activities are within or located within the listed type of area.*
UNESCO World Heritage sites	*Select from:* ☑ **No**	*No activities are within or located within the listed type of area.*
UNESCO Man and the Biosphere Reserves	*Select from:* ☑ **No**	*No activities are within or located within the listed type of area.*
Ramsar sites	*Select from:* ☑ **No**	*No activities are within or located within the listed type of area.*
Key Biodiversity Areas	*Select from:* ☑ **No**	*No activities are within or located within the listed type of area.*
Other areas important for biodiversity	*Select from:* ☑ **No**	*No activities are within or located within the listed type of area.*

[Fixed row]

C13. Further information & sign off

(13.1) Indicate if any environmental information included in your CDP response (not already reported in 7.9.1/2/3, 8.9.1/2/3/4, and 9.3.2) is verified and/or assured by a third party?

	Other environmental information included in your CDP response is verified and/or assured by a third party
	Select from: ☑ Yes

[Fixed row]

(13.1.1) Which data points within your CDP response are verified and/or assured by a third party, and which standards were used?

Row 1

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Climate change

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Climate change

☑ Electricity/Steam/Heat/Cooling consumption

☑ Emissions breakdown by business division

☑ Progress against targets

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000

☑ ISAE 3410, Assurance Engagements on Greenhouse Gas Statements

(13.1.1.4) Further details of the third-party verification/assurance process

Relevant data has been assured annually as part of the independent assurance exercise of our Sustainability Report.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

7.9.1 - Verification statement.pdf

Row 2

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Water

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Water security

☑ Water withdrawals– total volumes

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000

(13.1.1.4) Further details of the third-party verification/assurance process

Relevant data has been assured annually as part of the independent assurance exercise of our Sustainability Report.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

7.9.1 - Verification statement.pdf
[Add row]

(13.2) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

	Additional information
	N/A

[Fixed row]

(13.3) Provide the following information for the person that has signed off (approved) your CDP response.

(13.3.1) Job title

Legal and Governance Director

(13.3.2) Corresponding job category

Select from:

☑ Other C-Suite Officer

[Fixed row]

(13.4) Please indicate your consent for CDP to share contact details with the Pacific Institute to support content for its Water Action Hub website.

Select from:

☑ No